

R. P. TAYLOR,  
Sole Agent.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.,  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 2075. 日五廿月正年八十二

TUESDAY, MARCH 4, 1902.

二拜禮 號四月三英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,510,000

Head Office: YOKOHAMA.  
Branches and Agencies:  
TOKYO, KOBÉ,  
NAGASAKI, LONDON,  
YOKOHAMA, NEW YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI,  
TIENSIN, NEWCHANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG BRANCH: INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.  
Hongkong, 21st January, 1902. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$14,250,000  
Sterling Reserve ..... \$4,250,000  
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Deputy Chairman.  
A. Haupt, Esq.

E. Goets, Esq., H. Schubart, Esq.,  
D. M. Moses, Esq., N. A. Siebs, Esq.,  
A. J. Raymond, Esq., H. W. Shale, Esq.,  
R. L. Richardson, Esq., H. E. Tomkins, Esq.,  
CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.

Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS: LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG: INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 15th February, 1902. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... 1,000,000  
Paid up Capital ..... 324,374

HEAD OFFICE: HONGKONG.  
Board of Directors:—  
Chan Kit Shan, Esq., C. Ewens, Esq.,  
Chow Tung Shang, Esq., J. T. Lauts, Esq.,  
Chief Manager:  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow,  
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHCHILD & SONS,  
UNION BANK OF LONDON, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.  
H. SCHOTTLANDER,  
Acting Manager.

Hongkong, 21st December, 1901. [16]

## LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most  
reasonable rates.  
Hubbuck's Paints and Oils, Hubbuck's Turpentine.  
Sir Ohas. Price's Compound Engine Oil.  
Crane's Cylinder Oil.  
"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.  
American "Valvoline".  
Soapstone for Topplates, &c., &c., Boot-topping in two shades.  
Baxters All long flax Canvas (the best in the market).  
Gonrock All long flax Canvas and Grass Bleached Canvas.  
Woodberry Canvas and Duck.  
Ships Upholstery a speciality, attended to by experienced European Assistants. Any  
kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [17]

### GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold. \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$475,600  
TOTAL ..... \$6,758,600

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, Adrian Iselin Jr.,  
George F. Baker, James N. Jarvis,  
August Belmont, Richard D. Juilliard,  
George S. Bowdoin, Richard A. McCurdy,  
Frederic Cronwell, Levi P. Morton,  
Walter K. Gillette, Walter G. Oakman,  
E. H. Harriman, Alexander E. Orr,  
G. C. Haven, Henry H. Rogers,  
R. Somers Hayes, H. McK. Twombly,  
Charles R. Henderson, F. W. Vanderbilt,  
Harry Payne Whitney.

Walter G. Oakman, President.  
Adrian Iselin Jr., Geo. R. Turnbull,  
Vice President, 2nd Vice President.  
Henry A. Murray, John Gault, Manager,  
3rd Vice President, Foreign Dept.  
Wm. C. Edwards, E. C. Hubbard,  
F. C. Harriman, R. C. Newton,  
Assistant Treasurer, Trust Officer.

London Committee:  
Arthur John Fraser, (Chairman),  
Donald C. Haldeman,  
Honorable Levi P. Morton.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
R. C. Wyse, Manager.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

Hongkong Office:  
4, DES VOEUX ROAD.  
General Banking and Exchange business  
transacted.

INTEREST ALLOWED.  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " "  
" 12 " 4 " "  
N. G. EVANS,  
Acting Manager.  
Hongkong, 3rd March, 1902. [128d]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:  
CANTON, PEKING,  
CHEFOO, PENANG,  
CHUNKING, SINGAPORE,  
HANKOW, TIENSIN.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
1/2 per Annum Fixed Deposits for 3 months.  
1/2 " " " 6 " "  
1/2 " " " 12 " "  
E. W. RUTTER,  
Manager.  
Hongkong, 1st January, 1901. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £375,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
Annum on the Daily Balance.  
On Fixed Deposits for 12 months... 4 per cent.  
" 6 " " 3 1/2 " "  
" 3 " " 3 " "  
T. H. WHITEHEAD,  
Manager.

Hongkong, 9th July, 1901. [11]

## Intimations.

### BOVRIL ISN'T DEAR.

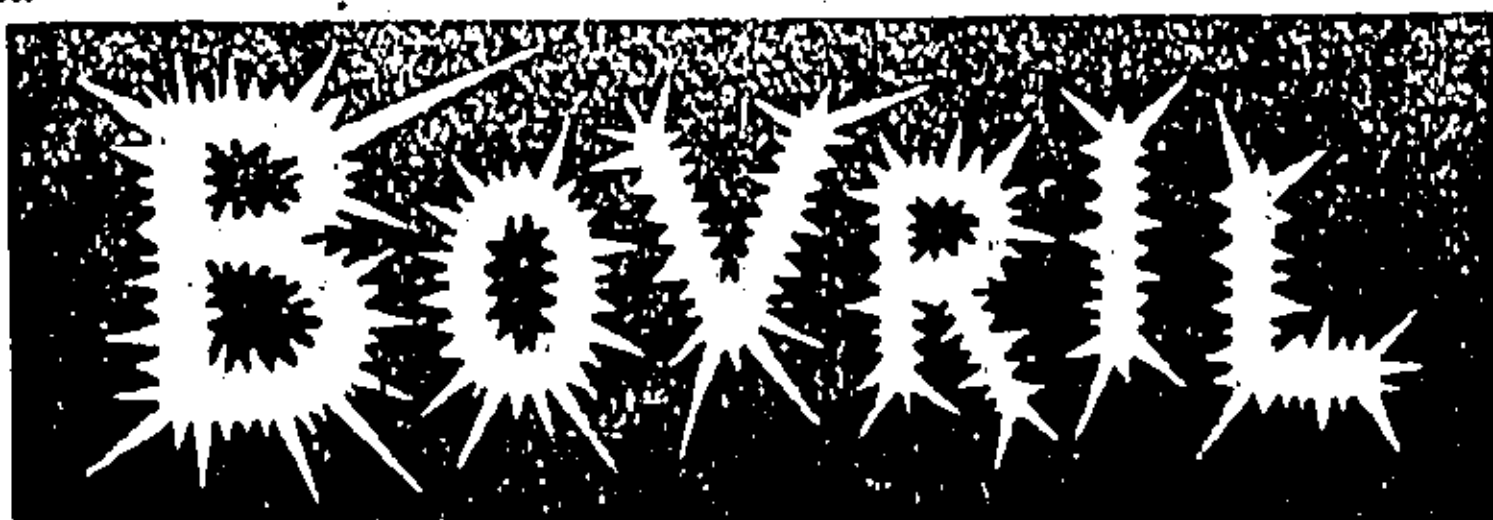
In fact, value for value, it is one of the cheapest  
drinks and one of the most economical foods  
that can be obtained. A cup of hot Bovril  
costs less than a drink of whisky, and while  
giving a more genuine and lasting warmth  
than the latter, contains, in addition, the  
nutritive principles of beef worth many times  
its cost.

Old fashioned beef teas and meat extracts,  
whether known as such, or disguised under  
more pretentious modern names contain none  
of the NUTRITIVE properties of beef. Baron  
Liebig himself admitted this fact; there is not  
a doctor to-day disputes it. Used as a nourish-  
ment Meat Extract is probably the most  
expensive article one can buy. Bovril one of  
the cheapest.

### BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part  
in South Africa that it forms no inconsiderable  
feature of the story. The "Lancet" has had  
frequent references to Bovril in the reports of  
the officers of the Royal Army Medical Corps.  
Nearly every newspaper correspondent has  
had to refer to Bovril to make his story com-  
plete. Rudyard Kipling and Boden-Powell  
have written their Bovril stories. Over 500  
British hospitals and similar public institutions  
use and prescribe Bovril, not beef tea, but  
Bovril.

The reason is not far to seek. Bovril is a  
nourisher as well as a stimulant. It contains  
the albumen and fibrine, the sustaining prop-  
erties of the beef. It is this fact, together with  
its absolute purity, that commends Bovril to  
physicians and scientists, and proves in practice  
what it demonstrates in analysis.



## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.  
MANUFACTURERS OF THE  
Best Qualities of ASBESTOS GOODS AND PACKINGS.  
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.  
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.  
CHIEF SUPERINTENDENT: THOMAS SKINNER.  
SUPERINTENDENT: ARCHIBALD RITCHIE.  
DODWELL & CO., LIMITED, General Managers.

## JAPAN COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,  
Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinoani, Yoshio, Yunokibara and other  
coals.  
N. INUZUKA, Manager, Hongkong.

## D.C.L. OLD TOM AND DRY GINS.

THE BEST VALUE ON THE  
MARKET.

\$7.50 PER DOZEN.

SOLE AGENTS:

## H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 27th February, 1902. [1952c]



## V.O.S. VERY OLD SCOTCH, OLD VATTED WHISKY.

A Blend of the Finest Whiskies produced in the  
Highlands. Thoroughly matured and has no rival in  
the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road.

Hongkong, 27th February, 1902. [12]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS  
SHANGHAI ..... Candia ..... J. D. Andrews, R.N.R. About 9th March. Freight only.  
SINGAPORE & Tientsin ..... W. W. Cooke, R.N.R. Noon, 11th March. Freight only.  
BOMBAY .....  
LONDON, &c. .... Ballaurat ..... R. A. Peters. Noon, 15th March. Freight or Passage.  
SHANGHAI ..... Malta ..... C. L. W. Field. About 15th March. Freight or Passage.  
LONDON ..... Bombay ..... H. S. Bradshaw. Noon, 20th March. Freight or Passage.

\* (See Special Advertisement). † MOJI, KOBÉ AND YOKOHAMA.  
‡ (Calling at PENANG and COLOMBO if sufficient inducement offers).

### PASSENGER SEASON 1902.

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSSHIPMENT.

S.S. "ORIENTAL" ..... 5,281 Tons ..... 29th March.  
S.S. "MALTA" ..... 6,064 Tons ..... 12th April.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st March, 1902.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
\*SACHSEN ..... WEDNESDAY, 5th March.  
\*KIAUTSCHOU ..... WEDNESDAY, 19th March.  
\*BAYERN ..... WEDNESDAY, 2nd April.  
\*STUTTGART ..... WEDNESDAY, 16th April.  
\*KONIG ALBERT ..... WEDNESDAY, 30th April.  
\*PRINZESS IRENE ..... WEDNESDAY, 14th May.  
\*PRINZ HEINRICH ..... WEDNESDAY, 28th May.  
\*PREUSSEN ..... THURSDAY, 12th June.  
\*HAMBURG ..... THURSDAY, 26th June.  
\*SACHSEN ..... THURSDAY, 10th July.  
\*KIAUTSCHOU ..... THURSDAY, 24th July.  
\*STUTTGART ..... THURSDAY, 7th August.  
\*BAYERN ..... THURSDAY, 21st August.  
\* Calling at AMSTERDAM. † Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 5th day of March, 1902, at NOON, the Steamship  
"SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Franke, with  
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd March, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 4th March, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 4th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS. [6]

Hongkong, 19th February, 1902.

## Hotels.

## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

## NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in  
the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds  
\$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date"  
policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902. [1574c]



# Intimations.

## The Old Familiar Beverage

# STONE GINGER BEER,

## YCLEFT "POP."



\$1.75 per doz., less \$1.00 allowed Bottles returned.

**WATKINS LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES HALL,  
No. 66, Queen's Road Central, Hongkong  
FACTORY:—Mason's Lane.  
**WAI KIN TAI YEUK FONG.**  
房樂大建威

Branches also at  
Canton, Shanghai, Hankow and Peking.  
Hongkong, 19th February, 1902. [714c]

## HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, ESQ., R.C.

TRUSTEES:  
HON. J. H. STEWART LOCKHART, C.M.G.,  
G. B. DODWELL, ESQ.,  
R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.  
\$7.50.....Per Half Year.  
or  
\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.  
Intending Subscribers are requested to apply to  
CAPTAIN SPENCER,  
Hon. Secretary and Treasurer,  
Ordinance Office.  
Hongkong, 28th December, 1901. [1413c]

**WILLIAM MACLEOD, D.D.S.,**  
DENTIST.  
Beaconsfield Arcade, Nos. 11 and 12,  
2nd Floor. [77d]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**  
PORTLAND CEMENT.  
\$5.50 per Cask of 375 lbs. Net ex Factory!  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [110]

**WILLIAM POWELL, Ltd.**  
SALE! SALE! SALE!  
OF  
**BOOTS AND SHOES**  
AT OUR  
BRANCH STORE, 28, QUEEN'S ROAD.  
FOR ONE WEEK ONLY, March 3rd to 8th, 1902.  
Hongkong, 3rd March, 1902. [955c]

**BANJOS**  
STEWART AND BAUER'S  
"20th Century" and "Thoroughbred"  
also  
"WASHBURNS."  
MANDOLINES, GUITARS,  
STRINGS, FITTINGS, REPAIRS.  
THE ROBINSON PIANO CO., LIMITED,  
Hongkong, Shanghai & Singapore.  
[935c]

**COGNAC BRANDY,**  
of the finest quality.  
\$18, \$24, \$30 and \$36 per dozen.  
PORT AND SHERRY,  
of the finest vintages.  
RAINIER BEER,  
the finest American Beer in the market.  
CIGARS AND CIGARETTES.  
A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

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PORT AND SHERRY,  
of the finest vintages.  
RAINIER BEER,  
the finest American Beer in the market.  
CIGARS AND CIGARETTES.  
A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

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## Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.  
ORIGINAL JURISDICTION.  
IN THE MATTER OF THE CHINA PROVIDENT LOAN & MORTGAGE CO., LD., AND REDUCED  
AND  
IN THE MATTER OF THE COMPANIES ORDINANCES 1877 AND 1886.  
NOTICE is hereby given that a Petition presented to the Supreme Court on the 24th of February, 1902, for confirming a Special Resolution reducing the capital of the above mentioned Company from \$2,000,000 to \$722,000 is directed to be heard before The Honorable The Acting Chief Justice on the 7th day of April, 1902, at 10.30 of the clock in the forenoon. Any Creditor or Shareholder of the Company desiring to oppose the making of an order for the reduction of the Capital of the said Company under the above Ordinances, should appear at the time of hearing by himself or his counsel for that purpose and a copy of the petition will be furnished to any Creditor or Shareholder of the Company any requiring the same by the Undersigned on payment of the regulated charges for the same.  
Dated this 3rd day of March, 1902.  
EWENS & HARSTON,  
Solicitors to the above named Company.  
ALFRED G. WISE,  
Acting Chief Justice.

NOTICE.  
DURING MY ABSENCE, and until further notice Mr. ROBERT HAY HERRICK MITCHELL will be GENERAL MANAGER of the Firm of H. PRICE & CO.  
HERBERT PRICE,  
Hongkong, 4th March, 1902. [268d]

NOTICE.  
The New Wharf at Canton used by the Steamship "BAKAN MARU" has been leased by the Owners to the Undersigned for 20 years, with option, from May, 1901, and the public is hereby warned that no Persons, Firms or Companies other than the Undersigned can at any future time during the said period of 20 years acquire the right to exercise and enjoy during such period any rights, advantages or benefits in connection with the said Wharf without first obtaining the written consent of the Undersigned thereto.  
[Sd.] LUK KING NAM,  
Care of Tanjuechi Kato & Co.,  
No. 64, Queen's Road Central,  
Hongkong, 4th March, 1902. [269d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.  
THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched as above on THURSDAY, the 20th instant, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 4th March, 1902. [264d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 7th instant, at Daylight.  
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DOUGLAS LARRAIK & Co.,  
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Hongkong, 4th March, 1902. [263d]

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Hongkong, 4th March, 1902. [263d]

## Today's Advertisements.

PUBLIC AUCTION.  
THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(WEDNESDAY) the 5th March, 1902,  
above their SALES ROOMS, No. 20,  
Des Vaux Road.  
TWO MECHANICAL PIANOS.  
TERMS:—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 4th March, 1902. [265d]

E. R.  
PUBLIC AUCTION.  
THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
on  
WEDNESDAY and THURSDAY,  
the 12th and 13th March, 1902,  
at 11 A.M.,  
at H.M. NAVAL YARD,  
SUNDRY NAVAL AND VICTUALLING  
OBsolete and CONDEMNED  
STORES,  
Comprising:—  
OLD IRON, PAPER STUFF, RAGS,  
CANVAS, CLOTHING, IMPLEMENTS,  
&c., &c., &c.  
The Naval Stores will be sold on  
WEDNESDAY, the 12th instant, and the  
Victualling Stores on THURSDAY, the 13th instant.  
TERMS OF SALE:—As customary.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 27th February, 1902. [266d]

## Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.  
Cable-Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Onbillion Coals at current rates.  
Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.  
Depth of water at the wharves 30 feet at low spring-tide.  
Excellent pure spring-water can be supplied at current prices.  
Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.  
A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance close to the shore.  
The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.  
2nd October, 1901. [1008c]

## Intimation.

A. S. WATSON & Co., LIMITED.  
ESTABLISHED A.D. 1841.

CHAMPAGNE,  
Jules Mumm & Co. Reims—  
as supplied to Imperial and  
Royal Courts of Europe.

DRY AND EXTRA DRY.  
Per dozen Quarts.....\$48.00  
Per 2 dozen Pints.....\$50.00

A high class wine, well known to  
connoisseurs and a favourite at Good-  
wood and Ascot Meetings, &c.

SCOTCH WHISKY,  
Watson's celebrated  
E Blend.  
Very old liqueur Scotch Whisky.  
Per dozen \$15.00.

COGNAC BRANDY,  
of the finest quality.  
\$18, \$24, \$30 and \$36 per dozen.

PORT AND SHERRY,  
of the finest vintages.

RAINIER BEER,  
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## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to



## THE PUNJON MINING COMPANY, LIMITED.

The fifth ordinary general meeting was held at noon to-day at the office of the Company, No. 13, Beaconsfield Arcade, the following gentlemen being present:—Mr. R. C. Wilcox presiding;—Messrs. T. Howard and K. Hughes (directors), A. R. Eichel, D. Gillies, E. Moses, T. H. Hough, E. Kadoorie, J. M. E. Marehado, H. C. Meyer, M. Michael, W. Parlane, S. A. Joseph, F. E. C. George, E. S. Joseph, and others.

The Chairman said:—With your permission, gentlemen, I propose to follow the usual course and take the report and accounts for the year 1901, which has been in your hands for some time, contains so full a summary of the work done and progress made that little remains for me to add. I will, however, supplement it with a few particulars and explanations which will perhaps be of interest as calculated to make the present position of the company a little clearer. I should first mention in connection with the accounts, that the concentration to the estimated value of \$1,000,000 have been shipped to England for treatment, and this asset will be credited when accounts of the output are received. Then with regard to the 13½ ounces of gold referred to in paragraph 2 of the report, these, with about 26 ounces from a former crushing, value about \$1,400 are still in Pang-gong Office safe, and will be entered in the account when shipped. In explanation of its retention there I may explain that gold has to be sent under escort, the cost of which is too great to admit of its being despatched in small quantities. I would, while on this subject, also like to make a slight correction in some figures in the same paragraph of the Report. The 3 dwts. 17 grains mentioned there ought to be 3 dwts. 20, 4/7 grains, a mistake having been made in converting decimals into grains. Since the Report was drawn up we have advised from the Mines stating that the ground is being cleared for the sinking of the new shaft, which has been named the Kladi Shaft, and 19 feet of the first to have already been sunk. The track for the new tramway to connect the Swah mine with the Mill is well advanced, and will be completed by the time the rails are received. These with the rolling stock have been landed at Singapore and are now probably well on their way to Punjon, but transport to the mines is necessarily slow, as the river is shallow, and the rails have to be carried in small boats. I am glad to say the tramway has not only arrived, but it is paid for, and will be in working order, I hope, by the end of March. This brings me to the financial position of the Company. Well, gentlemen, we are not too flourishing so far as funds are concerned, but we have upwards of \$32,000 to receive from unpaid claims, and these, we trust, will now be paid up without further solicitation. If we receive this money we shall be able to carry on until we get crushings from Swah, and then we hope to be able to meet current expenses out of earnings with something to spare. Probably the outlook for this Company was never brighter. I confess I have something approaching a horror of that cheerful optimism that sees nothing but the rosy side of any enterprise, and my experience of mines and mining has taught me to expect nothing until you get it, for in mining, as in lotteries, the prizes are few and the blanks many that has been our experience. How far that was the fault of the mines or of the management at Punjon I leave others to determine. We have, however, had some prizes for, from 1893 to 1896 23,335 ounces of smelted gold were won from 46,149 tons of ore. But we do now appear—I say advisedly appear—to be on the threshold of success. We have a reef and alluvial deposits which promises well; we have a tramway to connect that reef with the battery; the batteries have been thoroughly over-hauled and placed in good working order; the stone is of a kind easy to crush and the ore not refractory; and we have a magnificent water power sufficient to provide for all likely wants. I must not forget to add that in Mr. Lester we have a manager who I am glad to say has a strong tendency to pessimism, and when he considers our prospects bright we ought to be satisfied that they are indeed so. He is a hard worker not given to promises or to many words, but he is fully bearing out the high commendations passed upon him when he left Charters Towers, and has ever since his arrival at Punjon laboured steadily to develop the mines. The miners under him appear to be working energetically, and though some of them have been suffering from fever, they were at last advised, I am glad to say, all well. On the table before me you will observe the samples of gold from Swah and photographs of the New Dam, as well as a characteristic group at the mines, showing the Manager, his family, and the accountant. The Office staff has proved very efficient, and the work generally is well and systematically performed.

One word more. I should have referred to the Tin deposit found in the southern portion of the Concession. Our manager has not yet had time to thoroughly examine this find but promises to do so at the earliest opportunity when a miner can be spared from the gold workings. The fact of its existence will not, however, I can assure you, be overlooked, and a further and more searching investigation into the chances of working the deposit with success will be made when opportunity offers.

That is about all that occurs to me to say now, gentlemen, but I shall, before proposing the adoption of the report and accounts, be glad to answer any questions you may wish to put.

On the motion of Mr. W. Parlane seconded by Mr. M. Michael Messrs. T. Howard and W. K. Hughes were re-elected directors, and on the motion of Mr. George seconded by Mr. Moses, Mr. Fullerton Henderson was re-elected auditor.

COTTAM & CO., DENTS DRIVING GLOVES.

## THE REBELLION IN SOUTH CHINA.

UNREST IN TREATY PORTS.

RUMORED FRENCH SUPPORT TO REBELS.

News of an alarming nature has just reached us, about the rebellion in Kwangsi province.

The seat of the rebellion is a small town named Wu' Lam where the rebels first raised their flag.

The rebellion is spreading rapidly, and already signs of unrest are apparent in Kwelin and Nanning, the newly opened Treaty ports.

The Viceroy of Canton has despatched troops to the scene of the rebellion, and has quartered over 1,000 troops in Kwelin and Nanning in case of eventualities.

The absolute command of the forces is in charge of Tootai Tsun of Koo Chow, Lim Chow, and Yum Chow prefectures.

It is believed that the rebels were the late soldiers of Marshal Sou, which were disbanded on his promotion to Fupoh.

The propaganda of the rebels has been spread far and wide, the gist of which could be summarised in the following:—

1st—Soliciting recruits.

2nd—Overthrowing of the present Manchu dynasty.

3rd—Founding a new dynasty with a Chinese Emperor on the throne.

4th—Helping of the oppressed and needy.

The Chinese believe that the French are secretly supporting the rebels.

IMPERIAL TROOPS DEFEATED.

CANTON, 4th March.

The Imperial troops sent up to Kwangsi to check the rebellion there, have met with a reverse having been defeated at Ling Chow by the rebels.

AT THE MAGISTRACY.

March 4th.

DRUNK AND DISORDERLY.

Odo Ram, aged 30, Indian watchman was charged for acting in a disorderly manner whilst drunk on the 3rd inst. at Kum Cheong. He was fined \$2.00 or ten days.

FELONIOUSLY STEALING A QUANTITY OF HEMP ROPE.

Leung Lo and Wong Si Sing, aged 20, and 21 years respectively, both coolies, were brought up for feloniously stealing a quantity of hemprope valued at about \$5.00. As no evidence of any weight was brought against them they were discharged.

UNLAWFULLY GAMBLING IN THE PUBLIC STREETS.

Kong Kwan and Ko I, both youngsters 18 years old, were found gambling in the public streets; they were fined \$3.00 or ten days.

THE PLAGUE.

Number of cases reported (Chinese ..... 1 up till noon of the 1st Other Asiatics ..... 1 March, 1902 ..... 1 Europeans ..... 0

Number of cases reported (Chinese ..... 0 during the past 24 hours Other Asiatics ..... 0 Europeans ..... 0

Total number of cases reported to date ... 2

Number of deaths reported (Chinese ..... 1 up till noon of the 1st Other Asiatics ..... 1 March, 1902 ..... 1 Europeans ..... 0

Number of deaths reported (Chinese ..... 0 during the past 24 hours Other Asiatics ..... 0 Europeans ..... 0

Total number of deaths recorded to date ... 2

"CHUNSHAN" ASHORE.

BADLY SMASHED ON THE "BOAT ROCKS."

AMOY, February 23rd.

The "Shan" line steamer *Chunshan* (agents, Bradley & Co.) got badly ashore on the Boat Rocks, south of the Lamocks. She managed to get off and make this port under her own steam, with No. 1 hold full of water, and is now docked here.

On Survey, it was found she was badly damaged on both port and starboard sides.

A Court of Inquiry was held on the 20th ult., when the decision was given that the second officer's certificate must be cancelled for two years, he having been on duty at the time and having been fast asleep in a chair on the bridge.

The Captain also was censured, but not at all severely.

In the evidence it was stated that the shock, when the ship grounded, was so violent as to throw the second officer out of his chair as he slept, and a second impact threw the captain down as he was running up to the bridge.—*Shanghai Times*.

AN ANGLO-JAPANESE COLLISION IN AMOY.

AN ENGLISHMAN WOUNDED.

A few days ago, a certain Englishman in Amoy went out in a native sedan-chair to pay a visit to his friends. On the way, he met a Japanese Sergeant belonging to a certain man-of-war, walking in the middle of the road.

The sedan-chair coolies went at such a speedy rate, that they unintentionally collided with the Sergeant. The Japanese Sergeant, on receiving this knock, instead of taking it as an accident, considered it as a great insult. His rage was so terrible that he gave these coolies a brutal flogging. The Englishman, in the chair, on seeing the sergeant's maltreatment, looked on with compassion for these poor wretches. He eventually came out from the sedan chair and intended to explain to the Sergeant of their unavoidable collision. But this angry Jap mistook the idea and thought that he stood out to keep his coolies; and this added more oil to the fire. He took out a dagger from his pocket and seriously stabbed the Englishman. The case was soon reported to the Captain of the man-of-war, through the

office of the Foreign Affairs and appropriate punishment will be inflicted as soon as close inquiries are made. The wounded Englishman was taken to the hospital and it was found the wounds he received were not very serious.—*Shanghai Times*.

KIDNAPPING IN CHINA.

Captain Best of the British steamer *Daybreak* sends to a Shanghai paper an account of a kidnapping incident which came under his notice at Amoy.

"I left Shanghai (he writes) about ten days ago for Amoy and Swatow. On our arrival at Amoy, before the ship was securely made fast to the buoy, three men deliberately took a Chinese boy aged about four years, belonging to one of the passengers, from the between-decks and passed him through the cargo port into a sampan and made off. The cries of the child attracted my attention, also the father's; another boat gave chase, caught and brought the three men on board, and I had them locked up for the night. While this case was engaging my attention one of the crew said to me that there were four children in one of the passenger rooms in charge of a woman, who he believed were stolen in Shanghai. I at once made inquiries, went through the passenger quarters, and found there were fourteen children on board ranging from eighteen months or two years to about six; four were in charge of a woman and the others with three different men. The children were in a very excited state; no two of them looked alike or seemed to be together, and the whole case seemed to me so suspicious that I decided on detaining them on board. The next morning I reported the case to the British Consul and told him of my suspicions regarding the children. He told me to send the three men on shore with the child's parent to give evidence, and he would send them to the Chinese officials to deal with; also that he would at once communicate with the magistrate and get him to come on board and inquire about the fourteen children. The three men were sent ashore, and in a short while the magistrate came on board. When it came to inquiring, four of the children no one claimed; as to the others, the different parties gave different excuses. The magistrate spoke English and told me he thought the children were kidnapped, and that he would take them all ashore and send them to the Taotai to examine. I reported to the Consul, who had given every assistance, and said he was glad I had brought the case to his notice; also, if other masters would take the same trouble, it would go a long way to stop this crime. The result of the inquiries I did not learn, as I left that same afternoon. I was informed these children would have been sold in Amoy and then shipped off to the Straits. The children were by no means of the poorest class; they were well dressed and looked very healthy; twelve were boys and two girls, I think."

THE FOUNDER OF THE BRITISH NORTH BORNEO CO.

ALLEGED ROMANTIC ADVENTURES.

The early adventures of Mr. W. C. Cowie, the Managing Director of the British North Borneo Co., were recently narrated, with ornamentation, in *Pearson's Weekly*, as follows:—

"In April 1870, Mr. W. C. Cowie, a Scotch mechanical engineer, in company with four other youngsters reckless as himself, set sail in the *Argyle*, a tiny iron schooner rigged-screw-steamer of fourteen tons, from Glasgow bound for Singapore. Not one of the adventurers had any practical knowledge of seamanship, which was why perhaps they found themselves at Killybegs, on the west coast of Ireland, when they had supposed themselves to be somewhere about the entrance to the Bay of Biscay. On entering the harbour, they were at once suspected of coming there after Steghens, the escaped Fenian 'head centre,' and had to put out to sea again hurriedly to avoid arrest. Passing through the Suez Canal, the *Argyle* ran over a submerged anchor, ripping a hole fourteen feet long in her bottom. To raise and repair her took some weeks, and when they at length entered the Indian Ocean the southwest monsoon was at its height. By this time, too, their coal had been all expended, but, nothing daunted, the five youngsters hoisted a few rags of canvas, and ran before the gale the whole way to the Straits of Malacca, covering the distance in three weeks. Before reaching Singapore their provisions ran short, and for five weeks the crew subsisted on rice and treacle. Arrived at their destination the friends separated, Mr. Cowie accepting the position of 'Admiral of the Fleet' to the Sultan of the Rho and Linga Archipelago, the said 'fleet' consisting of several cutter-like yachts and innumerable prahus or native boats. After adventures that would fill volumes, he was able to render an important service to the Sultan of Brunei, who rewarded him by ceding to him the peninsular of Muara, with rights of life and death over all its people. Here he reigned, virtually a king, for some time, when, getting tired of inaction, he sold his territory to Rajah Brooke, with whose kingdom it is now incorporated. Mr. Cowie was afterwards, as the world knows, mainly instrumental in founding the British North Borneo Company, by whose exertions a territory thrice the size of Denmark has been brought under the British flag."

As an item of unusual interest, and of rare bad luck to seafaring men, the *Shanghai Times* notes a peculiar that a fourteen-ton launch should run aground on a soft sandy bottom where 14,000-ton war-ships bustle about unscathed, and should also run upon a mislaid anchor in that highway of the nations. The little run before the gale from Socotra to the harbour of Singapore is also something out of the way.

COTTAM & CO., ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

COTTAM & CO., PLaid RUGS and SILK MUFFLERS.

## Police of Firm.

CAMPAGNE DE MESSEAGERIES MARITIMES.

FROM This date I have RESUMED CHARGE of the above Company in Hongkong

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd March, 1902. [261d]

## Intimations.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder Street, on THURSDAY, the 6th day of March 1902, at 12.30 P.M., to receive a Statement of Accounts to 31st December, 1901, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from the 20th inst. to the 5th March, both days inclusive.

JARDINE, MATTHEWS & Co., General Managers, Hongkong Fire Insurance Co., Limited.

Hongkong, 3rd February 1902. [1157d]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED. (IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Victoria in the Colony of Hongkong, on MONDAY, the 10th March, 1902, at 3 o'clock in the afternoon for the following purposes:—

1. To receive from Messrs. MEYER & Co. the former General Managers of the Company the accounts of the Company from the 1st January, 1901, to the 31st December, 1901, when the Liquidation commenced and discuss the same.

2. To receive from the Liquidator the accounts of the Company in Liquidation from the 31st December, 1901, and discuss the same.

3. To determine how a small credit balance shown in the said Liquidation accounts is to be disposed of.

4. To consider and if thought fit pass the subjoined extraordinary resolution namely:—

"That the books, accounts, documents and papers of the Company and of the Liquidator be kept in the possession of the Liquidator until the 10th March, 1902, and that then such books, accounts, documents and papers be destroyed."

J. G. SCHRÖTER, Liquidator.

Hongkong, 6th February, 1902. [165d]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on TUESDAY, the 11th March, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1901, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th inst. both days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 1st March, 1902. [256d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1901, on or before the 15th inst. on which date the Accounts will be CLOSED.

By Order of the Court of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1902. [252d]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on SATURDAY, the 15th March, at 8 o'clock P.M.

Devonians wishing to join are requested to communicate as early as possible with MOWBRAY S. NORTHCOTE, Hon. Secretary, C/o HONGKONG CLUB.

Hongkong, 25th February, 1902. [235d]

GOVERNMENT NOTIFICATION.

The following Notice is published. By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 27th February, 1902.

NOTICE TO MARINERS.

HONGKONG HARBOUR.

SOUTHERN FAIRWAY.

MASTERS of vessels making use of the Southern Fairway, are hereby informed that until further notice they must expect to find the Fairway obstructed to some extent in the neighbourhood of the Nam Pak Hong Wharf by the lighters employed in bringing water from Tain Wan.

R. MURRAY RUMSEY, R. Com., R.M., Harbour Master, &c.

Harbour Department, Hongkong, 26th February, 1902. [250d]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that 'GUN PRACTICE' will be carried out from Stonecutters' Island on the 10th, 11th, and 12th March at targets in a Westerly and South-Westerly direction, also on the 13th March from Belchers, at targets in a North-Westerly direction.

Practice will commence each day about 9.30 A.M.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 1st March, 1902. [165d]

## Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

**PAINIER BEER**

to all others—the whole world has it and likes it.

SOLE AGENTS:

**A. S. WATSON & Co.,**

THE HONGKONG DISPENSARY.

**INCANDESCENT GAS LIGHT.**

consumers is drawn to the fact that the Undersigned, being Sole Agents for **DR. AUER VON WELSBACH CO., VIENNA,** THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! **KRUSE & Co., CONNAUGHT HOUSE.**

**W. BREWER & Co.**

NEW BOOKS AND NEW EDITIONS.

Stanley Gibbons' Stamp Catalogue; 2 vols., 1902 .....	\$ 2.50	Twentieth Century Inventions, by Sutherland .....	\$ 3.25
Shakespeare's Works in 36 Pocket Volumes .....	12.50	The Dragon of Peking, by Brereton .....	3.25
William Pitt, by Green .....	3.25	John Chinaman, by E. H. Parker .....	5.50
Diary of the Siege of Legations at Peking, by Oliphant .....	3.25	Belonged Peking, "The Yellow Crime," by Colman .....	4.50
The Heart of the Prairie, by Mackie .....	2.50	A Doctor in Khaki, by Freemantle .....	5.50
Diary of a Nurse in South Africa, by Alice Brod .....	2.25	Actors of the Century, by Whyte .....	15.00
		Chinese Characteristics, by Smith .....	4.00

Hongkong, 22nd February, 1902. [34d]

**NEW PATENT SODA-WATER-MACHINE.**

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

**LEOPOLD SPATZ & CO.**

Hongkong, 29th February, 1902. [733c]

**PETER SYS' WONDERFUL SPECIFIC.**

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1896. [21]

**WING CHEONG.**

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

**UNTOUCHED BY HAND.**

**MELLIN'S FOOD**

For INFANTS and INVALIDS

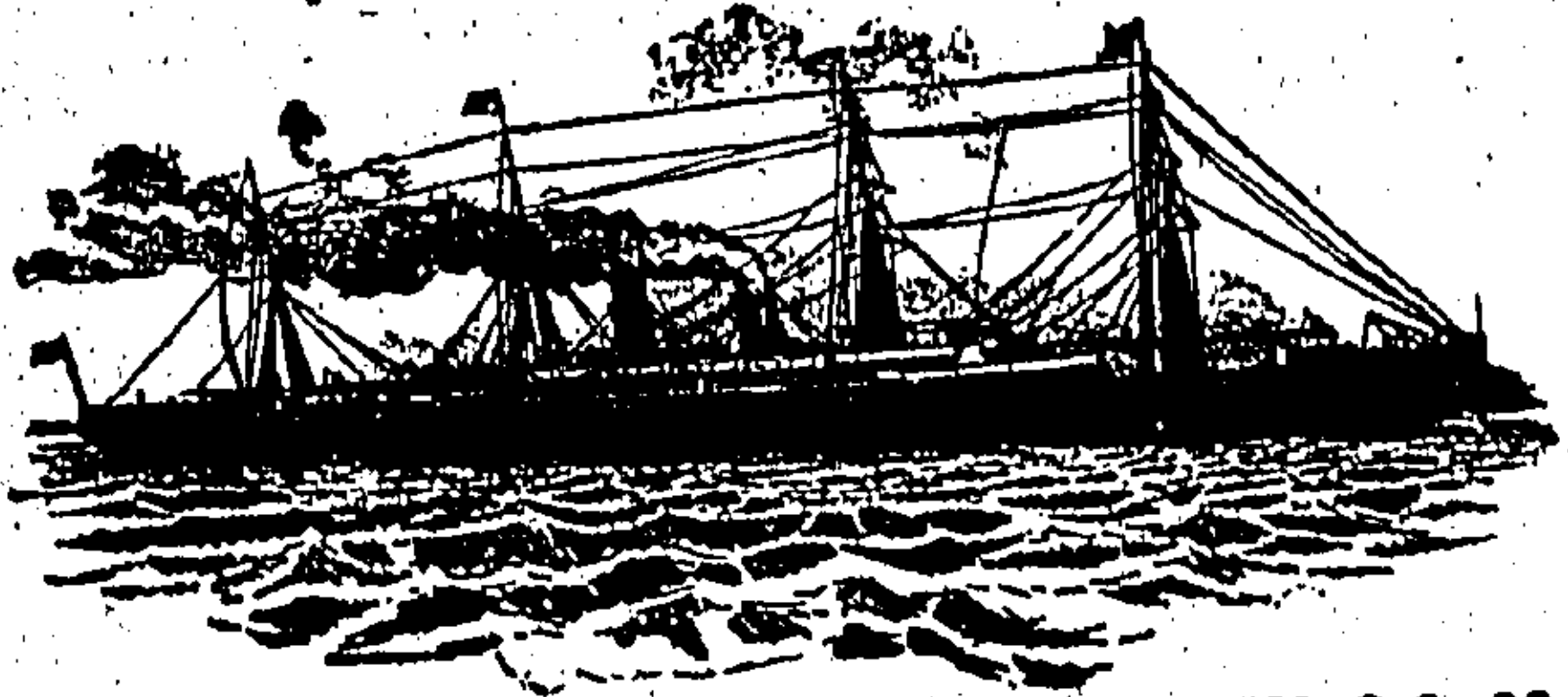
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 8th March, at Noon.
"CHINA"	TUESDAY, 18th March, at Noon.
"DOBIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 3rd April, at Noon.
"PERU"	FRIDAY, 11th April, at Noon.
"COPTIC"	SATURDAY, 19th April, at Noon.

THE T.K.K. Company's Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

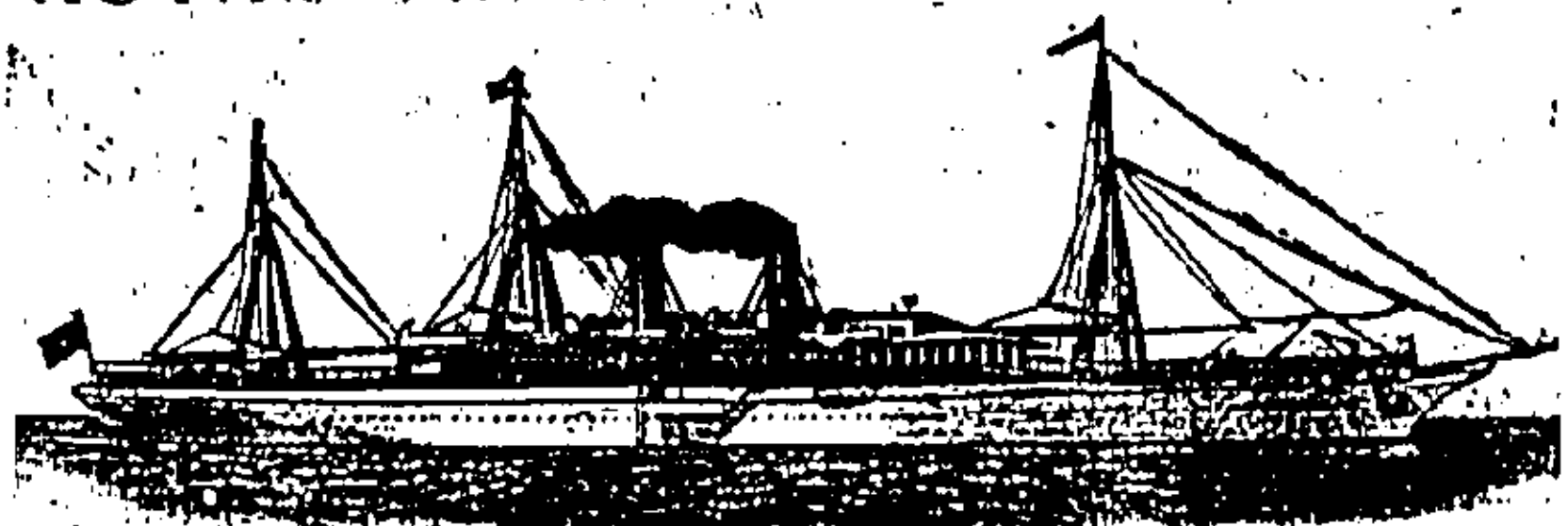
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th February, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, ETC.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPRESS OF CHINA	Comdr. K. Archibald, R.N.R.	WEDNESDAY, 2nd April.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 16th April.
EMPRESS OF INDIA	Comdr. G. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL FARE (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Hongkong, 26th February, 1902.

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
ASIATISCHER PASSENGERDIENST.

(Taking Cargo at Special Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TUNISIE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMER	DESTINATION	SAILING DATES	Freight
SITHONIA	HAVRE and HAMBURG.	11th Mar.	Freight.
Roerden	(Calling at SINGAPORE and COLOMBO).		
ARMENIA	GENOA and HAMBURG.	25th Mar.	Freight.
Sachs	(Calling at SINGAPORE).		
KONIGSBERG	MARSEILLES, HAVRE and HAMBURG.	26th Mar.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
BAMBERG	HAVRE and HAMBURG.	9th April.	Freight.
Zurbonen	(Calling at SINGAPORE and COLOMBO).		
ADRIA	HAVRE and HAMBURG.	23rd April.	Freight.
Knuth	(Calling at SINGAPORE and PENANG).		
SECOVIA	HAVRE and HAMBURG.	7th May.	Freight.
Forck	(Calling at SINGAPORE and COLOMBO).		
SAKONIA	HAVRE and HAMBURG.	21st May.	Freight.
Isager	(Calling at SINGAPORE and PENANG).		
ARAGONIA	NEW YORK.	8th April.	Freight.
Forst	via SUEZ CANAL.		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shanghai, 21st March, 1902.

## Entertainments.

THEATRE ROYAL,  
CITY HALL.TO-MORROW  
(WEDNESDAY) AND THURSDAY,  
MARCH 5TH AND 6TH.ENTERTAINMENT  
AT THE  
CITY HALL.A SPECIALITY IN "TROUPE"  
ENTERTAINMENT.DRESSES OF A NEW AND ORIGINAL  
DESIGN.PROCEEDS TO BE DEVOTED TO  
NAVAL CHARITYBooking Daily,  
COMPRADORE, CITY HALL.

Hongkong, 3rd March, 1902. [26d]

THEATRE ROYAL,  
CITY HALL.MR. HENRY DALLAS' MUSICAL  
AND DRAMATIC CLUB.

GRAND OPENING NIGHT.

SATURDAY,  
March 15th.The latest Musical Comedy now drawing  
crowd houses at the GAIETY THEATRE,  
London.

## THE TOREADOR.

The following pieces will be played during  
the first week of the season.

SATURDAY, Mar 15, THE TOREADOR.
MONDAY, " 17, " 17, H.M.S. Irresponsible.
TUESDAY, " 18, " 18, H.M.S. Irresponsible.
WEDNESDAY, " 19, " 19, THE GEISHA.
THURSDAY, " 20, " 20, THE GEISHA.
FRIDAY, " 21, " 21, THE GEISHA.

PLAN AT THE ROBINSON PIANO CO.

PRICES AS USUAL.  
Hongkong, 1st March, 1902. [26d]THE TRIPLE COLLISION  
IN THE HARBOUR.

ACTION IN THE SUPREME COURT.

It will be remembered that on the 20th November last a serious collision took place in Hongkong Harbour the result being the sinking of the *Skrumstad* and damage to the *Tai Cheong* and the *Perla*. For many weeks the *Skrumstad* remained at the bottom, while the other two steamers were docked and repaired. At length the *Skrumstad* was raised and removed across to the docks, where she is now being attended to. Meanwhile lawyers and others were busy, and legal documents had been gradually growing until at length all seemed in readiness for the argument to be commenced as to who was responsible for the collision.

The first action was brought by the owners of the *Tai Cheong* against the owners of the *Skrumstad*, and was commenced in the Supreme Court yesterday, before the Acting Chief Justice, His Lordship A. G. Wise, Commander Fawcner, R.N., of H. M. S. *Glory*, and Captain Pybus, R.N.R., of the *Empress of India*, being the nautical assessors.

Mr. M. W. Slade, barrister-at-law, appeared for the plaintiffs (instructed by Messrs. Deans and Bowleys, solicitors), Mr. T. Morgan Phillips, barrister at law, appeared for the defendants (instructed by Messrs. Johnson, Stokes and Master, solicitors), and Mr. E. H. Sharp, barrister-at-law (instructed by Messrs. Deacon and Hastings, solicitors) watched the case on behalf of the owners of the *Perla*.

## PLAINTIFFS STATEMENT.

For the following facts we are indebted to the *Daily Press*. Mr. Slade in opening the case submitted the claim, which was to the effect that on 20th November the screw steamship the *Tai Cheong* of 828 tons register and 2,160 h.p., of which the plaintiffs, the Asiatische Kustfahrt Gesellschaft met Beschrankter Haftung were owners, was on a voyage from Hongkong to Swatow laden with about 70 tons of general merchandise and ballast. The *Tai Cheong* left her berth in Victoria Harbour about 5.15 p.m. and when she was opposite Hunghom Bay the masthead and red lights of a steam vessel, which afterwards turned out to be the *Skrumstad*, were sighted on the starboard-bow of the *Tai Cheong*. At such time, the wind was about N.E., very light, the weather was fine and clear, the sun had just set, and there was a bright moon. The *Tai Cheong* was proceeding at the rate of about 7 knots an hour and was steering about N.E. by E., her proper regulation lights, that is, her masthead, side and stern lights were duly exhibited and burning brightly and a good look-out was being kept. On the red and masthead lights of the *Skrumstad* being sighted, the helm of the *Tai Cheong* was ported, but the *Skrumstad* opened

her green light to the *Tai Cheong*. The *Tai Cheong* was kept under port helm and one short blast was blown on her whistle, and shortly afterwards a second single short blast was blown. As the *Skrumstad* failed to answer either of these signals and continued to show her green light, the engines of the *Tai Cheong* were put full speed astern and the helm hard starboard and three blasts were blown on her whistle. The *Skrumstad* continued to come on and the two vessels came into collision. Just before the collision the *Skrumstad* opened her red light, but too late to clear the *Tai Cheong*, and the port bow of the *Skrumstad* struck the stem and port bow of the *Tai Cheong*. At the time of the collision the *Tai Cheong* was on the extreme south side of the channel between the Harbour limits of the port of Victoria and the Lyeemun Pass.

## SERIOUS ALLEGATIONS.

Those on board the *Skrumstad*, it was alleged, failed to keep a proper look-out, the *Skrumstad* was not kept on her course, those on board the *Skrumstad* neglected to duly port the helm, the helm of the *Skrumstad* was improperly starboarded, the *Skrumstad* being in a narrow channel was not kept to that side of the fairway or mid-channel which lay on the starboard side of the *Skrumstad*, and the collision was caused by the improper and negligent navigation of the *Skrumstad*. The plaintiffs claim a declaration that they are entitled to the damage proceeded for and the condemnation of the *Skrumstad* and the defendants in action No. 13 and judgment for costs against the defendants in action No. 13 and against the plaintiffs in action Nos. 15 and 16; also to have an account taken of such damage with the assistance of merchants; and such other and further relief as the nature of the case may require. In their answer and counter-claim the owners of the *Skrumstad* stated that at the time of collision that vessel, which is of 750 tons register, was on a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. On the evening of the 20th November she was proceeding through the Lyeemun Pass was proceeding towards the Harbour. The wind was from E.N.E. to N.E., a light breeze, the weather being fine and clear. The proper regulation lights were duly exhibited and burning brightly. On clearing Lyeemun Pass she proceeded about mid-channel heading for a bright white light showing on the Kowloon side, being a light at the Admiralty Dry Dock at Kowloon, her speed being about 7 knots an hour by her engines and a good look-out being kept. In these circumstances the masthead and green side-lights of an approaching steamship were observed, apparently about 14 to 20 miles distant off the *Skrumstad* and then bearing about half a point to *Skrumstad*'s port bow. Shortly afterwards the green light of the steamship which subsequently turned out to be the *Tai Cheong* disappeared from the view of those on board the *Skrumstad* and the red light appeared instead, showing those on board the *Skrumstad* that the *Tai Cheong* was altering her course to starboard. The helm of the *Skrumstad* was therefore slightly ported to give more room to the *Tai Cheong* and another steamer following her which ultimately turned out to be the *Perla*. The *Skrumstad* and the *Tai Cheong*

CONTINUED TO APPROACH EACH OTHER, red light to red light, when suddenly the *Tai Cheong* put her helm hard starboard, shutting out her red light and exposing her green light. The helm of the *Skrumstad* was immediately put hard a port, one short blast was at the same time blown on her whistle, and simultaneously her engines were reversed to full speed astern and remained so, but nevertheless the *Tai Cheong* came into collision with the *Skrumstad*, the stem of the *Tai Cheong* striking the port bow of the *Skrumstad* just about the break of the fore-castle with great violence and doing her considerable damage. The *Skrumstad* engines were kept at full speed astern, and being in a sinking condition she was backed towards the south side of the channel in order to beach her and she ultimately sank a short distance from the shore. At the time of the collision the *Skrumstad* was about half a mile to the north of Braemar Point and a little to the northward of mid-channel and was not in a narrow channel. Save as thereinbefore appeared, the several statements contained in the petition were denied. A good look-out was not kept on the *Tai Cheong*. The *Tai Cheong* was under the circumstances proceeding at and maintaining a high rate of speed. The helm of the *Tai Cheong* was improperly starboarded. The *Tai Cheong* did not get out of the way of the *Skrumstad*. The *Tai Cheong* neglected to slacken her speed or stop and reverse her engines, or to do so in due time. The collision and the damages consequent thereon were wholly caused by the negligent and improper navigation of the *Tai Cheong* in respect of the matters above mentioned or some of them or otherwise by the fault or default of those on board the *Tai Cheong*, and were not caused or contributed to by the *Skrumstad* or those on board of her, and no blame in respect of the collision was attributable to the *Skrumstad* or any of those on board. By way of counter-claim the defendants repeat the allegations contained in the answer and state that the collision caused great damage to the *Skrumstad*, and they claim the condemnation of the plaintiffs and their claim, and payment of the damage caused to the *Skrumstad* and to the effects of those on board her by reason of the collision and the costs of actions Nos. 13, 15 and 16, the damage to be assessed by merchants. Mr. Slade in commenting upon the pleadings said that up to a certain point the two ships were

IN AGREEMENT AS TO THEIR RELATIVE POSITIONS.

The *Tai Cheong* and *Perla* were on their way out through Lyeemun Pass. The *Perla* of course was not in that action but her movements had to be to a certain extent accounted

for, for they were governed by those of the *Tai Cheong*. The *Tai Cheong* having left her moorings proceeded slowly until she had passed Kowloon Point; and the *Perla* having left her moorings shortly after the *Tai Cheong* and having a shorter distance to come, passed across her bows and then continued her course through Lyeemun. The *Tai Cheong* was probably going slightly faster than the *Perla*; a any rate the latter occupied some time in turning after she had passed the former's bows. The *Tai Cheong* came up on the *Perla* and gradually drew ahead of her. The one ship continued to follow the other, and both pursued their course up the Harbour, the *Perla* being on the port quarter of the leading steamer. It appeared that at this time the *Tai Cheong* was gradually drawing away from the other. Shortly after she had passed Blackheads Point and also the western part of Hunghom Bay she had a clear course and full speed ahead. She had got about opposite the docks when the light of the *Skrumstad* was first sighted. Her course was about N. E. by E. and this steamer's light was about three points on her starboard bow, due east of her. The *Tai Cheong* was nearly N. E., steering by the land, going across from Hunghom Bay, when she first sighted the light of the *Skrumstad*, which was due east of her. That made the position of the Norwegian vessel, to be somewhere about north of the Penguin Shoals. The *Tai Cheong* made her somewhere a little to the northward of the shoals. The *Tai Cheong* was about opposite the Kowloon Docks, she was still opposite Hunghom Bay and not quite due south of the Admiralty Dock which was distant about 600 yards. Taking the *Tai Cheong* as being about 3 points, 12 miles distant, that would put the *Skrumstad* just to the northward of the Penguin Shoals. Then the *Skrumstad* said that she was steering a course west by south by quarter north heading to the bright white light shown at the Admiralty Dock. If that course was laid on the chart it would pass through the north-west part of the Penguin Shoals. She said also that the *Tai Cheong* appeared about half a point on her port bow and that would place the latter slightly further inshore than the place where the *Tai Cheong* said she herself was. So that there were the

## TWO ACCOUNTS OF THE TWO SHIPS.

They thought that the bearings she gave the other ship put her slightly to the northward of the shoals; the other ship put them slightly to the north of where they were. Therefore he thought they substantially agreed with each other as to the positions they were in when they first saw each other, the one being opposite the docks and the other just about the north end of the shoals. The agreement went further than that. The *Tai Cheong* said that on sighting the red light of the *Skrumstad* in the position in which she stated she was, she immediately directed her course to starboard and ported her helm. The *Skrumstad* agreed with that statement and admitted that the first thing the *Tai Cheong* did after the *Skrumstad* had sighted her was to turn to starboard and port her helm. Up to that point the two stories absolutely agreed. The *Tai Cheong* stated she continued under a port helm but that the *Skrumstad* instead of either keeping her course or porting, as she said she did turned down towards the Hongkong shore apparently with the intention of trying to pass the *Tai Cheong* on her starboard side. Apparently what the *Skrumstad* did was to turn down and try to pass the *Tai Cheong* on her starboard bow. The story told by the *Tai Cheong* was perfectly plain. She saw another ship, showing her red light, on her starboard bow and she then did what she ought to have done—ported her helm; and she said that she then continued to do the right thing and had no possible reason for doing anything else, that she continued under her port helm and never altered her helm at all except just before the collision. The *Skrumstad* stated that after the *Tai Cheong* had continued some short time under her port helm she suddenly started to turn away up the Harbour towards Kowloon Bay. She had started with the apparent intention of passing and she had suddenly endeavoured to cross the bows of the *Skrumstad*. The whole case would very largely turn upon where his Lordship found the collision in fact took place. The story told by the *Skrumstad* was that from the north end of the Penguin Shoals she continued under a port helm. In her preliminary act she said she slightly ported her helm and continued under a port helm to give the *Tai Cheong* a wide berth. When she touched the *Tai Cheong* she put her helm hard a port and went into collision. The collision, she said, took place about half a mile from Braemar Point; that would be just about the line laid on the chart between

## STONECUTTER'S AND DEVIL'S PEAK.

Braemar Point was described as being midway between North Point and Quarry Point. There was one thing in the case which he thought there would be no dispute about, and that was the position in which the *Skrumstad* sank. She sank close in to Braemar Point, on the west side of it, about 200 or 300 yards from the shore. Another thing which he did not think there would be very much dispute about was the extent of the damage done to the *Skrumstad* by the collision. She was struck an extremely heavy blow by the *Tai Cheong*, the vessels going together with very considerable force. The blow of the *Tai Cheong* cut into the bow of the *Skrumstad* just a little forward of the break of the fore-castle, right in to the top of the collision bulk-head. It was cut right open below the water-line and two compartments were flooded by the water in consequence of the collision. He did not think it would be denied that the stem of the *Tai Cheong* remained fast in the *Skrumstad* for about a quarter of an hour; she could not get out. However that would be satisfactorily proved. During all that time the water was

rushing into the *Skrumstad*, and their evidence would be that when the *Tai Cheong* eventually succeeded in pulling herself clear of the *Skrumstad* the bow of the *Skrumstad* immediately dropped some considerable number of feet—six or more—and the water got right in and that the stem with the propeller—the was in ballast—came right out of the water. The propeller worked for some time clear of the water or at least with the lowest blade just touching the water; and he did not think it would be denied that she sank head first. His Lordship found that after she had had this very serious blow made in her side she went down head first, raising her propeller out of the water, shortly after the *Tai Cheong* got clear of her, then he thought his Lordship would be satisfied that the collision did not take place half a mile off the shore. She could not have got in half a mile to the shore; she could not have been towed; and if the collision took place anything to the Southwest of the line of the *Skrumstad*'s course as she had given it in her preliminary act—that is, of the line between the north end of the shoals and the Admiralty Dock—the *Skrumstad* did not port her helm as she alleged she did. To get to the southward of that she must have not kept her course. And if his Lordship found that the collision took place close in to the shore, he thought he would have no difficulty in coming to the conclusion that the *Skrumstad*

## DISOBEYED THE RULE OF THE ROAD

and did not keep her course, but after having seen the red light of the *Tai Cheong* on her own port bow she endeavoured to go across the bows of the *Tai Cheong* and get to the *Tai Cheong*'s port side. That, in fact, was what the *Skrumstad* did. As soon as the captain of the *Tai Cheong* saw that the *Skrumstad* was determined to force a passage, if possible, on the wrong side, he did the only thing he could do. He put his engines full speed astern and his helm hard a port. He could not put his helm hard starboard because the *Perla* was on his port quarter. If he had done so he would have run a very great risk of being run down by the *Perla*. He thought it would be proved to the satisfaction of the Court that the *Skrumstad* disobeyed the rule of the road, left her course and turned down to her own port side towards the Hongkong shore and therefore was the sole cause of the collision taking place. Mr. Slade proceeded to refer to the rules for directions at sea contained in the new regulations of 1897 and applying to this case. Under Article 19 when two steam vessels are crossing, so as to involve risk of a collision, the vessel which has the other on her own starboard side, should keep out of the way of the other. Now, at the time when the two vessels first sighted each other the *Tai Cheong* had the *Skrumstad* on her own starboard side. She accordingly did as was admitted by the other side, what was perfectly right and proper, and turned out to get out of the way, showing her red light clear. His Lordship found that the *Skrumstad* did what really she did and practically simultaneously with the *Tai Cheong* turning off to starboard did the same thing and also turned some way and brought the *Tai Cheong* on her starboard side she then got into a position infringing this rule. She having turned down, as they alleged she did, it was then her duty to get out of their way, and that she failed to do. Article 21 provided that when one of two vessels had to get out of the way the other must keep her course. The *Skrumstad* did not do that. What the *Tai Cheong* did was the right and proper thing. An important note to that article was that when a collision through thick weather or other cause could not be avoided she should take such action as would best serve the collision. If their case was correct the *Skrumstad* showed them her green light and was the vessel which had to keep out of the way, and the duty was cast upon her also of stopping and reversing.

Article 22 said that every vessel which was directed by these rules to get out of the way must, where circumstances admit,

## AVOID CROSSING AHEAD OF THE OTHER.

That was what the *Skrumstad* alleged the *Tai Cheong* attempted to do, and that was what they alleged the *Skrumstad* attempted to do. By Article 23 it was required that every steamship directed by these rules to get out of the way of another must on approaching her if necessary slacken her speed or stop or reverse. He did not think it would be denied that both vessels did that. The *Tai Cheong* went full speed astern for three minutes before the collision and he thought there was no doubt that the *Skrumstad* also went full speed astern some little time before the collision; probably she had rather more way on than the *Tai Cheong* had. Article 25 required steam vessels to whom practicable keep to that side of the fairway or channel which lay on their starboard side. It was for his Lordship to decide whether the Harbour at this place is a narrow channel. It has been held in various cases that the Thames at Halfway Point is a narrow channel. The entrance to the River Tyne is a narrow channel. His Lordship—The Straits of Messina were held to be a narrow channel.

Mr. Slade—Yes; I do not think your Lordship will have very much difficulty that really, within the meaning of the rules the whole distance between the Harbour and the Lyeemun will constitute a narrow channel. It widens again between North Point and the docks.

His Lordship—I do not think they would ever hold the Straits of Messina to be a narrow Channel again.

Mr. Slade—The Thames at Gravesend is held to be a narrow channel and the entrance to the Cardiff Dock also.

His Lordship—In the case of the Straits of Messina they tried to explain that they took in Scylla and Charybdis.

Mr. Slade—The Admiralty judges thought that the inclusion of the Straits of Messina was somewhat stretching the rule.

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Mr. Morgan Phillips—I suppose my learned friend knows that this subject has been discussed in this Court in the year 1890 in the collision case *Ancona v. Kung Pui*, and there was virtually a decision given that it was a narrow channel. The assessors were of that opinion.

Mr. Slade—That is largely a question for the assessors. I was not aware of that case; I was not here at that time.

Mr. Morgan Phillips—The collision was in precisely the same place.

Mr. Slade went on to say that before calling his witnesses he should like to explain finally that the other vessel had crossed their bows and just swung clear of her bows. Mr. Slade proceeded to show by the means of models the relative positions of the vessels before and at the time of the collision. The *Skramstad*, he said in conclusion, said that the *Tai Cheong* suddenly turned and crossed her course. They, when they saw the *Tai Cheong's* green light, immediately turned but the *Tai Cheong* nevertheless came on them, coming from the port bow. If the collision had occurred in the way the *Skramstad* said it occurred the two ships would have come into collision rather more at right angles, inclined towards the stern.

#### THE EVIDENCE.

Evidence was then called the first witness being Capt. H. Hans of the *Tai Cheong* who deposed that on the day named he left the moorings about 5.15 and proceeded towards Lyceum for Swatow. He saw the *Perla* coming from the Hongkong shore ahead of the *Tai Cheong* which was, however, going a little faster. About the middle of the bay he put the vessel at full speed. Just before this he saw the red light of the *Skramstad*. They were about three-quarters of a mile off. On sighting these lights he ported the helm and continued full speed. The next thing was that he sighted the *Skramstad's* green light. He kept on the course he was steering and blew the whistle once. There was no answer. He blew the whistle again but there was no answer. He then put his engines full speed astern and blew the whistle thrice. The only answer was from the *Perla*. She was about five ship's lengths off on the port quarter. That was when he blew the whistle three times. At that time the *Skramstad* had come across on his starboard bow. She had already crossed his bows, and was distant about a ship's length or one and a half ship's lengths. When he saw there was a collision he went full speed astern and blew the whistle. The *Skramstad* was then about four ship's lengths distant and was passing across her bows. He put the helm hard astern. The *Skramstad* passing across his bows showed her red light just before the collision. This was about 300 or 400 yards from the shore. The sun had just set. At the time of the collision the *Tai Cheong* had a good deal of way on. She had been going astern about two or two and a half minutes before the collision. After she struck, the engines continued full speed astern, but the vessel could not get free of the *Skramstad*. He went on to the foremast head to see what was wrong. He asked for the captain, who told him that they had three or five feet of water. He asked whether they wanted to beach the *Skramstad*. The answer was that she was sinking and that they wanted her beached. He thereupon went half-speed ahead and pushed her a little further in. But being afraid of the rocks he went astern and slipped out. When he got clear of the *Skramstad* her bow sank at once some eight or ten feet. He sent the boatswain to ask if they wanted assistance and afterwards steamed over in the direction of Kowloon. The *Perla* was about five ship's lengths off when he began to go astern. She could not stop herself in time and ran into the *Tai Cheong* amidships on the port side. She slid off and struck the *Skramstad's* starboard anchor; then she backed off and pulled it out. The look-out was being kept by a Malay on the foremast head. He reported sighting the lights of the *Skramstad*; the first officer was on the foremast head lashing the port anchor. The quartermaster, a Malay, was at the wheel. He carried three engineers, all Europeans. The first engineer was below at the time. The *Tai Cheong* was hung about fifteen minutes in the *Skramstad*. He went half-speed ahead for about two minutes. He pushed the *Skramstad* about two ship's lengths. He had been at sea since 1872 and had held a German master's certificate since 1893.

Cross-examined by Mr. Morgan Phillips—At the time the *Perla* crossed his bows, he was on the bridge. He went down once, when he went up to the bows. From the time he left his moorings up till the collision he was on the bridge. The boatswain reported the lights of the *Skramstad*. He had seen his mate's log. It was written up next morning, from a rough note on a piece of paper. Both this rough note and the log were written on this morning. In the mate's log it was stated that at 5.30 they passed the *Perla* on their port side and sighted the *Skramstad* showing her red light, which was reported by the look-out to the officer in charge. The officer in charge was himself. In the rough log it was stated that the collision occurred at 5.45. In the clean log it was stated that "after going full speed astern for about three minutes, the *Skramstad* suddenly ported her helm, and we collided with her" also that "we tried for about 15 minutes, from 5.45 to 6, to clear the *Tai Cheong* from the *Skramstad*." When it was seen that the collision was unavoidable the engines were stopped and put full speed astern, not before. In the rough log there was no entry about the engines being put full speed astern. The clean log was not made up from the rough log. From the time when he first saw the *Skramstad* up till the place where he first saw her green light, she was showing her red light. The *Tai Cheong* was under a port helm all the time after the look-out reported the lights of the *Skramstad*. There was no risk of collision at all when he first saw the *Skramstad*. The first

risk of danger was when the *Skramstad* continued to show her green light. He therefore kept running down under a port helm in order to pass inside. He did not starboard his helm and run out into the bay because he thought the *Skramstad* would pass free. As soon as he thought there was danger he blew the whistle three times. He did not stop his vessel to see what course the *Skramstad* might take because he was on his proper side of the channel. When he first saw the *Skramstad* he was steaming at about 7 or 8 knots. The full speed of his was 10 knots. Full steam was not up. He considered this part of the channel to be narrow and always kept to starboard. He had never passed a mail steamer on the port side when entering the Harbour from Lyceum Pass. The *Perla* on this occasion was keeping almost the same course as the *Tai Cheong*. She came within about 300 yards of the Hongkong shore. She must have been under a hard-a-port helm to have come over and collided with them.

Re-examined—When he first saw the green light of the *Skramstad*, he could not determine what her course was. If he had stopped his vessel before the collision, the *Perla* might have run into his ship. By His Lordship—He did not know how long it took a steamer to be brought to by reversing engines when she had a speed of 7 or 8 knots.

The Chief Officer of the *Tai Cheong* was then called, and the court adjourned until this morning when further evidence was taken.

#### PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler, Messrs. E. Macaulay, J. Ramsden, To Shanghai: Messrs. J. Macgregor, Corser, and Sergeant Carbery. To Hongkong: Messrs. Whitlow, D. M. Mackenzie, Staff Sergeant and Mrs. J. Biles and 5 children. To Singapore: Mr. and Mrs. McCulloch, Staff Sergeant W. Drage, Mr. P. Stewart, Miss Hann, Lady Mackay, Miss Mackay, Staff Sergeant and Mrs. R. Buckenham, Messrs. A. R. Bain, W. H. Hill, Sergeant and Mrs. W. R. Potts. To Penang: Messrs. F. C. Mair, D. Douglas. From Marseilles, Jan. 17.—To Yokohama: Messrs. G. E. Henderson, J. Warrall and Warrall (3). To Shanghai: Messrs. Raiton, W. Cowan, Dr. A. Moore, Lieut. N. R. Anderson, To Hongkong: Messrs. C. M. Gordon, C. J. Barnes, F. P. Adams and Charles Lefrentz. To Singapore: Mr. and Mrs. E. W. Ewitt, Messrs. W. C. Cadell, W. Hutton, O. Marks and J. D. Kemp. Port Said.—To Shanghai: Messrs. A. Henderson and W. Reid.

Per P. and O. steamer *Britannia*, connecting with the steamer *Coromandel*, at Colombo, from London, Feb. 6.—To Shanghai: Rev. and Mrs. Cornaby and 2 children, Mr. and Mrs. F. H. Armstrong and 2 children, Mr. J. T. Pearson. To Singapore: Mrs. W. D. Fisher and child, Misses L. Morgan and Donald. To Penang: Mr. T. A. Kennard. From Marseilles.—To Hongkong: Mr. and Mrs. R. de R. Largard and child. To Singapore: Messrs. L. Hoeftel, A. H. Ryder. From Port Said.—To Yokohama: Dr. Stapleton.

Per Messageries Maritimes steamer *Annam*, connecting with the steamer *Ernest Simon*, at Colombo, from Marseilles, Jan. 26.—To Shanghai: Messrs. H. Roth, J. D. Stirling, To Haiphong: Mr. G. Carnier, Mrs. Staup, Mr. D. Audis. To Saigon: Mr. and Mrs. A. Siré, Mr. and Mrs. Cremazy, Mr. Otto Sixt, Mrs. Jourdain and 2 children, Mrs. Huron, Mr. R. Mille, Colonel de Mussy. To Singapore: Messrs. R. W. Braddell and J. Lammer.

Per Messageries Maritimes steamer *Ernest Simon*, from Marseilles, Feb. 9.—To Shanghai: Messrs. Dresing, Paul Serre. To Saigon: Mr. Claude, Mr. and Mrs. Caymard. To Singapore: Mr. H. N. Ridley.

Per Norddeutscher Lloyd steamer *Bayern*, from Bremen, Jan. 23, and Southampton, Jan. 28.—To Yokohama: Rev. and Mrs. W. Field and 2 children. To China: Mr. McMahon, Mr. and Mrs. Mueller. To Shanghai: Miss R. Elwin, Mr. and Mrs. Dennis Mullen, Misses Godson, Pressegh, Mrs. Cochran and children, Miss Orenden. To Hongkong: Mr. Robertson, Misses E. M. Brooks, F. Coleman.

To Bangkok: Miss Cox. To Singapore: Mrs. Napier and child, Mr. and Mrs. W. Cumming and children, Mr. and Mrs. R. W. Brown, Miss Lind. To Penang: Miss Jones. From Colombo.—To Yokohama: Mrs. Seys.

Per Norddeutscher Lloyd steamer *Ullgart*, from Bremen, Feb. 6, and Southampton, Feb. 11.—To China: Mr. Johnston, and Mrs. Fraser, Messrs. Moorhead, Jones, Campbell, Houston. To Singapore: Mr. Collyer.

Per Rotterdam Lloyd steamer *Gede*, from Rotterdam, Jan. 11.—To Batavia: Mr. C. Voute. From Marseilles: Messrs. G. W. van Lommel, G. R. Brouwers, S. E. P. A. van Haeften, J. A. Roukens, J. A. Spoor, J. Brunger, P. D. A. F. van Kamp, Mr. and Mrs. H. L. K. M. Schaeffer, Mr. D. J. C. van Reenen, Dr. J. B. van Leent, Messrs. P. M. Schreuders, J. A. Verploegh, Chas. Mrs. Arnold van Duin and 3 children, Messrs. W. van Holst, Pelikaan, P. A. F. Blom, P. B. van Staden ten Brink, G. J. Bloem, P. J. A. van Mourik, Miss M. J. H. A. V. N. Schieffers, Messrs. F. A. Neys, J. M. Proy, A. v. d. Moe and N. Hendriks.

Per Nippon Yusen Kaisha steamer *Awa Maru*, from London, Jan. 17.—To Yokohama: Professor I. Iijima, Messrs. R. Greig, A. Smith, G. Aso, K. Shida, Suzuki. To Kobe: Mrs. Hare and child, Professor J. Sakurai. To Shanghai: Mr. and Mrs. R. Barfi and son, Mrs. Meir, Dumas, Mrs. Shonok and child, Mr. Callen, Mrs. Reynold and child. To Hongkong: Dr. and Mrs. E. R. Laing, Dr. W. Hunter, Mr. J. Cotter, Mr. and Mrs. E. Udall, and family. To Bangkok: Mr. P. Kemp. To Singapore: Mr. and Mrs. J. Toynbee, Mr. and Mrs. E. Broadrick, Mrs. S. Mildred and child, Mrs. Hamilton and children, Miss Villiers, Taylor, Messrs. G. Whitby, A. Bowdall, J. Lloyd, E. Hatch, A. Barlow, J. Blake. To Penang: Mr. and Mrs. J. Bowes and child and Miss King.

Per Girault, Novelty, Beautiful Dolls, Pleasing Four Games, Croquet, &c. &c.

Per Girault, Crystallized Fruits, Rose, Maroons, Glaces, a most splendid Assortment. (1970)

**Hotels.**

**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,  
Manager. [1339c]

TERMS MODERATE.  
Hongkong, 7th December, 1901.

GO TO THE

**KOWLOON HOTEL,**  
KOWLOON.

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

**THE BAY VIEW HOTEL.**

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

**METROPOLE HOTEL.**

Convenient distance from town, delightful situation.

**BOARD AND RESIDENCE.**

**Intimations.**

**HIRANO WATER.**

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Niogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.  
PATENT CORKING.

**SIEMSEN & CO.,**  
Sole Agents, Hongkong and South China.

Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and B, 4th Edition.

**E. C. WILKS & Co.**  
MARINE ENGINEERS, SHIP CONTRACTORS  
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepare

Office: 9, Queen's Road Central.  
Hongkong, 8th November, 1901.

#### NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/105 to 1/60 down to 1/84, now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from £299 down to £1, and from 19/11 down to 1/4 or from 500 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16.

£879. 0. 0 = \$9,561. 926  
17. 11. = 9. 745

\$9,571. 671

whereas with the other exchange books the process would be as follows—

£800. 0. 0 = \$8,702. 550  
70. 0. 0 = 761. 473  
9. 0. 0 = 97. 904  
17. 0. 0 = 9. 247  
11. 0. 0 = 497

\$9,571. 671

or to convert the dollars into sterling at the same rate of exchange £827. 6. 10.

\$9,000.00 = £827. 6. 10. 8  
571.00 = 52. 9. 11  
671 = 1. 2. 3

879.17.11.00  
but by other books it would be—  
\$9,000.00 = £827. 6. 10. 8  
500.00 = 45. 19. 3. 4  
70.00 = 6. 8. 8. 6  
1.000 = 1. 10. 1  
1.000 = 1. 1. 3  
700 = 1. 9  
1 = 1

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

**THE CHRISTIAN BROTHERS.**  
Hongkong, 22nd November, 1901.

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
Nos. 14 & 16, Queen's Road Central. (1970)

**HONG SING,**  
8, RAUCENHOLD AVENUE.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.  
Hongkong, 30th August, 1901. (1960c)

**Ships.**

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 8th Mar., at Daylight
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 10th Mar., at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 14th Mar., at Daylight
SANUKI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 22nd Mar., at Daylight
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Mar., at Noon
INABA MARU	KOBE and YOKOHAMA	About FRIDAY, 28th Mar., at Noon
KAGOSHIMA MARU	HOMBAI, VIA SINGAPORE and COLOMBO	FRIDAY, 28th Mar., at Noon
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 1st March, 1902. A. S. MIHARA, Manager. [5]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,502	J. Panton	Mar. 15
Dracmar	3,601	W. Watt	Mar. 26
Olympia	2,837	H. Truebridge	April 5

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £45. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 1st March, 1902. [3]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "BALLAARAT," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 1st March, 1902. [4]

**WO SHING.**  
PRINTER, BOOKBINDER  
AND  
RUBBER STAMP  
MANUFACTURER.

Moderate Prices.  
No. 20, POTTINGER STREET.  
Hongkong, 28th January, 1902. [191d]

**HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.**  
GODDONS at BLUE BUILDINGS. A HOUSE in RYON TERRACE. "THE RETREAT" MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 11th January, 1902. [190c]

TO LET.

"CRAIGMIN WEST" MAGAZINE GAP.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th January, 1902. [190d]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th March, 1902, at 1 P.M., the Company's Steamship "SYDNEY" Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.  
Hongkong, 25th February, 1902. [1904c]

#### Insurance.

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1890. [25]

#### To be Let.

TO LET.

THE BUNGALOW, "CREGGAN," at the Peak, Six Rooms.

HOUSES IN CONDUIT ROAD and facing the Polo Ground.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 18th February, 1902. [191d]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon. From the 1st of April.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st March, 1902. [1955d]

TO LET.

FOURTEEN EUROPEAN HOUSES, Nos. 14, 18, 20, 22, 24, 26, 28, 34, 36, 38, 42, 44, 46, and 48, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.  
No. 8, Queen's Road West, Hongkong, 22nd February, 1902. [192d]

TO LET.

GROUND FLOOR of GODOWN No. 1, New Praya, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st February, 1902. [194d]

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [190c]

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODDONS at BLUE BUILDINGS. A HOUSE in RYON TERRACE. "THE RETREAT" MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 11th January, 1902. [190c]

TO LET.

"CRAIGMIN WEST" MAGAZINE GAP.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th January, 1902. [190d]



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	4th March.
SHANGHAI	"KWEILIN"	5th March.
CEBU and ILOILO	"KAIFONG"	8th March.
MANILA	"TSINAN"	8th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	8th March.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	6th March, 1902.
"	"DARDANUS"	12th " "
"	"PROMETHEUS"	19th " "
"	"DIOMEDE"	26th " "

## HOMEWARDS.

FOR LONDON.	STEAMERS.	4th March, 1902.
"AJAX"	"	18th " "
"ULYSSES"	"	18th " "
"ANTENOR"	"	15th " "
"DARDANUS"	"	29th " "
"DIOMEDE"	"	13th May, " "
"MAHAON"	"	18th March, 1902.
"TYDEUS"	"	18th April, " "
"PROMETHEUS"	"	18th April, " "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "STRATHGYLE" will be despatched for PORTLAND (OR.) on or about the 16th instant.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

**THE PORTLAND AND ASIATIC STEAMSHIP CO. (Incorporated in U.S.A.)**  
Hongkong, 1st March, 1902.

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th March.
FOR TAMSUI	"DAIGI MARU"	T. Kiano	SUNDAY, 9th March.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 12th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th March.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail; subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to

**THE MITSUI BUSSAN KAISHA, Agents.**  
Hongkong, 26th February, 1902.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN"

of the NORDDEUTSCHER LLOYD.  
Captain H. Bleeker, due here with the outward German Mail about the 6th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 3rd March, 1902.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Buller, will be despatched as above on FRIDAY, the 7th instant, at 3 P.M.  
For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd March, 1902.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUET, PORT SAID, PLYMOUTH AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANON, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Miller, will be despatched as above on SATURDAY, the 15th March, P.M.  
This steamer has capital accommodation for passengers. Electric light. A doctor is carried.  
For information as to Passage and Freight, apply to

SANDER, WIELE & Co., Agents.

Hongkong, 31st February, 1902.

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's New Steamship

"ZAFIRO"

Captain A. Ramsay, will be despatched for the above Port, TO-MORROW, the 5th instant, at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 4th March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Dupuy-Frömy, will be despatched for the above Ports, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to  
P. DE CHAMPMORIN, Acting Agent.  
Hongkong, 3rd March, 1902.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

## PUBLIC AUCTION,

on  
SATURDAY, the 8th March, 1902,  
at 2 P.M.,  
at his Sale Rooms, Duddell Street.

A FINE COLLECTION OF  
RARE CHINESE, BRITISH COLONIES,  
SOUTH AMERICAN and PORTUGUESE  
COLONIAL STAMPS, Complete sets.

Particulars can be seen in Catalogue on view from THURSDAY, the 6th instant.  
Terms Cash on Delivery.  
GEO. P. LAMBERT.  
Hongkong, 3rd March, 1902.

## GOVERNMENT NOTIFICATION.

No. 90.  
THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,  
the 10th day of March, 1902, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 1st February, 1902.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 10th day of March, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Deposit.
1	Harbour Road.	125 ft. x 125 ft. x 125 ft. x 125 ft.	10,000	57	5,000

FRIDAY, the 14th March, 1902,  
at 3 P.M.,  
At his Auction Rooms,  
by  
Mr. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 911.

LOT 2.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 911.

LOT 3.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 912.

LOT 4.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 912.

Each of the above Lots contains an area of 6,375 square feet or thereabouts.

For further particulars, apply to —  
EWENS & HARSTON,  
Vendor's Solicitors,  
or to  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 15th February, 1902.

## PUBLIC AUCTION

of  
VALUABLE LEASEHOLD PROPERTY  
situate at  
YAU MATI, KOWLOON,  
IN 4 LOTS.

FRIDAY, the 14th March, 1902,  
at 3 P.M.,  
At his Auction Rooms,  
by  
Mr. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 911.

LOT 2.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 911.

LOT 3.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 912.

LOT 4.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 912.

Each of the above Lots contains an area of 6,375 square feet or thereabouts.

For further particulars, apply to —  
EWENS & HARSTON,  
Vendor's Solicitors,  
or to  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 15th February, 1902.

## PUBLIC AUCTION

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EWENS & HARSTON,  
Vendor's Solicitors,  
or to  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 15th February, 1902.

## Consignees.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"  
FROM TACOMA, VICTORIA, KOBE  
AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 26th February, 1902.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship  
"ORIENTAL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Oceana, Persia and Sunda.  
From Australia, ex S.S. Himalaya.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 6th March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,  
Superintendent.  
Hongkong, 28th February, 1902.

## STEAMSHIP "OCEANIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, above, &c., Consignees, in connection with the above Steamer, are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 8th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 8th instant, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 1st March, 1902.

## TOYO KISEN KAISHA.

## NOTICE

CONSIGNEES OF CARGO per Steamship  
"HONGKONG MARU,"  
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,  
Agent.  
Hongkong, 1st March, 1902.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 3rd March, 1902.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Chartered Steamship  
"TIENSIN,"  
FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd March, 1902.

## C. E. WARREN,

BUILDING CONTRACTOR,  
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED  
and FIXED, DRAINED TAPS,  
WASTE PIPES, &c. CLEANED and RE-  
PAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC TILES.  
Price on Application.

## Intimations.

## BRITISH NORTH BORNEO.

## WANTED

A POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per mensem. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN.  
17th February, 1902.

## BRITISH NORTH BORNEO.

## WANTED

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to  
DIRECTOR OF PUBLIC WORKS,  
SANDAKAN.  
3rd February, 1902.

## EDUCATION:

WEL-HAI-WEI SCHOOL.  
AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.  
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life. Bracing climate. Healthy situation, facing South.

Half term, March 15th.  
Summer term begins May 5th.

PRINCIPALS:—  
HERBERT L. BEER, London University, L.C.P.,  
Sometime Assistant Master of Trinity College, Cornwall.  
CHAS. E. BEER, London University, L.C.P.,  
Late of Queen Elizabeth's Grammar School, Blackburn.  
20th February, 1902.

## NEW VICTORIA HOTEL.

ROTISSERIE,  
Made la Carte.  
CHOPS, STEAKS, etc., at any time,  
between 7.30 a.m. and 11 p.m.  
Monthly Dinner at Moderate Rates.  
MADAR & FARMER,  
Proprietors.  
Hongkong, 2nd September, 1901.

## DROZ &amp; Co.,

WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.

SPECIALITIES:—  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:—  
MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS  
by competent European experts at  
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.

BARTMAN'S  
KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
WATSON'S Building.

## WANTED

IN KOWLOON, Three Rooms with use of  
Kitchen and Bathroom; or to share a  
house.  
Apply to  
"F.E.S."  
C/o H.K. Telegraph Office.  
Hongkong, 25th January, 1902.

## THE NEW FRENCH REMEDY.

THE THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package, and with-out which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE HOUSE ROAD.



**TO-DAY.**

**WEATHER REPORT.**

	On date at 10 a.m.	On date 4 p.m.
Barometer,.....	30.22	30.10
Temperature.....	66	66
Humidity.....	48.	48

The P. & O. S. N. Co.'s steamer *Candia* left Singapore for this port on the 3rd inst., at 5 p.m.

The C. N. Co.'s steamer *Kaifong* left Iloilo on the 2nd inst., for this port and is due here on 5th inst.

The C. N. Co.'s steamer *Chinkiang* left Java on the 3rd inst., for this port, and is due here on 13th inst.

The Barber Line steamer *Maristow* left Singapore on the 27th ulto., for Manila and Hongkong.

\* \* \*

The D. S. & Co.'s steamer *Catherine Apcar* from Calcutta left Singapore for this port on the afternoon of the 1st inst.

\* \* \*

The P. M. S. S. Co.'s steamer *Coptic* with mails &c., which left hence on the 4th ult., for Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 2nd inst.

* * *			
HONGKONG AND WHAMPOA DOCK RETURNS.			
<i>Skramstad</i> .....	at	Kowloon	Dock.
<i>Gloucester City</i> .....	11	11	11
<i>U. S. S. Monadurist</i> .....	11	11	11
<i>Kate</i> .....	11	11	11
<i>H.M.S. Alacrity</i> .....	11	11	11
<i>Hailong</i> .....	11	11	11
<i>Kaiserin Augusta</i> .....	11	11	11
<i>Palute</i> .....	11	11	11

### OPIMUM QUOTATIONS.

Hongkong, 4th March.

To-day's quotations are as follows:—

BENGAL—New Patna .....	@ \$95
Old Patna .....	@ 920
New Benares .....	@ 905
Old Behares .....	@ 920 none
	Per picul
MALWA—New .....	@ \$88
Last year's .....	@ 460/50
2/3 years old .....	@ 470/50
3/4 years old .....	@ 430/40
Butterf. ....	@ 440
PARSIAN—Superior drug was sold.	@ 600

**VISITORS AT THE CONNAUGHT  
HOTEL**

Aennie, Mrs. C. & child	Jenkinsen, Mr. & Mrs.
Aimie, Miss	Koelle, W.
Alfred, Mrs.	MacKenzie, Mrs. C.
Campbell, H. F.	McMillan, A. C.
Caston, Mr. & Mrs.	Pontifex, E. C.
Clutton, Mrs. M.	Robinson, Mr. & Mrs.
Clutton, Miss B.	A. E.
Comrie, A. F.	Rosie, Miss
Cyrane, Mr.	Ross, Miss
Ewart Miss	Rose Charlton Miss
Fairchild, Mr.	Smith, Mr. and Mrs.
Goldsmith, Mr.	D. L.
Gonzalez, Mr.	Stanford, W. E. D.
Gumpert, Mr. and Mrs.	Tinsley, Miss
E.	Watson, Major & Mrs.
Hindmarsh, Mr. & Mrs.	J. C.
T. W.	Wild, Mr. and Mrs.
Homan, Miss	Wilson, J. A.
Hurri, A.	Whiton, Mrs.
Ironside, Mr.	

Féférit, A.R.D., Lieut.-Col. and Mrs.	Saerbroote, Mrs. A. G.
Forbes, Andrew	Sinclair, A.
Grimble, Geo.	Spalckhaver, W. C. C.
Hamilton, Major	Stokes, A. G.
Hewitt, A.P.D., Capt.	Terrell, Mr. and Mrs.
Houten, J. von	H. D.
Hughes, R.A.M.G., Lt.-Col.	Thomson, J. S.
	Wheeler, W. H.
	Wheeler, Colonel
James, R.A., Major and Mrs.	Wise, Hon. and Mrs.
	A. G. and child
Jeffries, H. N.	Wright, Dr. and Mrs.
Johnson, C.R.A., Lieut.-Col. R. F.	Batson

**VISITORS AT THE KOWLOON  
HOTEL.**

Anderson, Capt.	and Crockett, Mrs.
Mrs. (H.K.R.)	Crockett, Miss
Barrett, Lieut. & Mrs.	Curlsen; Capt. and Mrs.
A. S. (H.K.R.)	Holden, Capt.
Bilbrough, C. T. S.	James, Mr. and Mrs.
Bilbrough, Mrs.	B.
Bowen, Mr. & Mrs. J. R.	Jensen, Fr.
Campbell, Capt. G. D.	Nilsen, Capt. O. J.
(H.K.R.)	Riegert, V.

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation .....	\$ 125	\$597½ sellers
The Bank of China and Japan, Limited—(Preference) .....	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary) .....	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred) .....	£ 1	nominal
National Bank of China, Limited .....	£ 8	\$34½ ex div. buyers
Do. Founders .....	£ 1	\$10
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited .....	\$ 50	\$360 buyers
China Traders' Insurance Company, Limited .....	\$ 25	\$56 sellers
North China Insurance Company, Limited .....	£ 25	Taels 190 buyers
Yangtze Insurance Association, Limited .....	\$ 60	\$134½ sales
Canton Insurance Office, Limited .....	\$ 50	\$162½ buyers
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited .....	\$ 50	\$397½ sellers
China Fire Insurance Company, Limited .....	\$ 20	\$90 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited .....	\$ 15	\$38 buyers
Indo-China Steam Navigation Company, Limited .....	£ 10	\$136 sales
China and Manila Steamship Company, Limited .....	\$ 50	\$48 sellers
Douglas Steamship Company, Limited .....	\$ 50	\$43 sellers
China Mutual Steam Navigation Company, Limited—(Preference) .....	£ 10	£10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary) .....	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus) .....	£ 7.10	£7.10 sellers
"Star" Ferry Company, Limited .....	\$ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited .....	\$ 2½	\$9 sellers
Shanghai Tug Boat Company, Limited .....	£ 1	£2 sellers
Taku Tug and Lighter Company, Limited .....	Taels 100	Taels 175
Shanghai Cargo Boat Company, Limited .....	Taels 50	Taels 177½
Co-operative Cargo Boat Company, Limited .....	Taels 100	Taels 137½
<b>Refineries.</b>		
China Sugar Refining Company, Limited .....	\$ 100	\$138
Luzon Sugar Refining Company, Limited .....	\$ 100	\$55 sellers
Perak Sugar Cultivation Company, Limited .....	Taels 50	Taels 77
<b>Mining.</b>		
Punjom Mining Company, Limited .....	\$ 10	\$42 sellers
Punjom Mining Preference Shares .....	\$ 1	\$14 sellers
Société Française des Charbonnages du Tonkin .....	Francs 250	\$525 buyers
Queen Mines, Limited .....	Cents 25	4 cents
Jebebu Mining and Trading Company, Limited .....	£ 5	\$33 sellers
Raub Allain Gold Mining Company, Limited .....	£0 18s. 10d.	\$9 sellers
Olivers Freehold Mines, Limited .....	£ 5	nominal
Chinese Engineering & Mining Company, Ltd. ....	£ 1	Taels 9.30

Lands, Hotels and Building.			
China Provident Loan and Mortgage Company, Limited .....	\$	10	\$24 sellers
Hongkong Land Investment and Agency Company, Limited .....	\$	100	\$179 sellers
Kowloon Land and Building Company, Ltd. ....	\$	100	\$31 sellers
West Point Building Company, Limited .....	\$	50	\$50 sellers
Hongkong Hotel Company, Limited .....	\$	50	\$138 buyers
Oriente Hotel Company, Limited (Manila) .....	\$	50	\$50 sellers
Astor Hotel Company, Limited (Shanghai) .....	\$	100	\$270
Humphrey's Estate and Finance Company, Limited .....	\$	10	\$121 sellers
Shanghai Land Investment Company, Limited .....	Tael	50	Tael 109

Alhambra, Limited .....	\$	500	\$500
Philippine Tobacco Trust Co., Limited .....	\$	50	\$50 sellers
Shanghai-Sumatra Tobacco Company.....	\$	20	Tails 40

Telegraphic Address—"Rialto."  
Telephone No. 148.  
P. O. Box No. 17.

VESSEL'S NAME	FROM	AGENTS.	DUE
Bayern .....	Singapore .....	Melchers & Co. ....	March 6th
Tamba Maru .....	Japan .....	Nippon Yusen Kaisha .....	March 6th
China .....	Japan .....	Pacific Mail S. S. Co. ....	March 7th
Ernest Simons .....	Singapore .....	Messageries Maritimes .....	March 10th
Doric .....	San Francisco .....	Pacific Mail S. S. Co. ....	March 15th
Empress of China .....	Vancouver .....	C. P. R. Co. ....	March 17th
Nippon Maru .....	San Francisco .....	P. & O. S. N. Co. ....	March 25th

STATION.	HOUR.	BAROMETER	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok .....	2 p.m.	29.77	27	—	S	2	o
Tokio .....	"	—	—	—	—	—	—
Kochi .....	"	—	—	—	—	—	—
Nagasaki .....	"	—	—	—	—	—	—
Kagoshima .....	"	—	—	—	—	—	—
Taihoku .....	1 p.m.	30.10	—	—	N	4	—
Taichu .....	"	30.05	—	—	N	4	—
Tainan .....	"	30.07	—	—	N	6	—
Koshun .....	"	30.06	—	—	E	2	—
Pescadores .....	"	30.11	—	—	NE	2	—
Gutzlaff.....	3 p.m.	30.25	44	84	NNW	6	om
Sharp Peak .....	"	30.11	60	85	E	1	b
Amoy .....	"	30.06	66	73	SE	3	c
Swatow .....	"	30.07	72	—	E	3	b
Canton .....	"	30.07	80	78	SW	1	c
Hongkong .....	4 p.m.	30.05	69	76	ESE	1	b
Victoria Peak .....	"	"	"	"	E	2	—
Gap Rock .....	"	30.04	—	—	E	4	c
Macao .....	"	30.00	78	—	S	1	c
Haiphong.....	1 p.m.	—	—	—	—	—	—
Manila .....	4 p.m.	29.88	84	64	WNW	1	c
Malate .....	3 p.m.	—	—	—	W	2	o
Bacolod .....	"	—	—	—	NE	6	o
Iloilo .....	"	29.87	83	—	NE	2	o
Cebu .....	"	29.86	82	—	N	4	c
Cape S. James .....	"	—	—	—	NE	2	c

Wladivostock	7 a.m.	29.81	13	45	N	2	b
Tokio	6 a.m.	—	—	—	—	—	b
Kochi	"	—	—	—	—	—	b
Nagasaki	"	—	—	—	—	—	b
Kagoshima	"	—	—	—	—	—	b
Taihouku	5 a.m.	30.26	—	—	E	6	a
Taichu	"	30.10	—	—	N	4	—
Tainan	"	30.10	—	—	N	4	—
Koshun	"	30.10	—	—	—	0	—
Pescadores	"	30.13	—	—	NE	8	—
Gutclaff	9 a.m.	30.36	40	56	E	7	cm
Shanghai Peak	"	30.34	52	81	E	6	od.
Amoy	"	30.20	58	—	NE	7	o.
Swatow	"	—	—	—	—	—	o.
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	30.22	66	48	—	0	—
Victoria Peak	"	—	—	—	E	3	—
Gap Rock	"	30.20	—	—	ENE	—	—
Macao	"	30.23	65	—	N	4	c
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	30.09	81	69	WNW	1	b
Malate	9 a.m.	—	—	—	WNW	1	b
Bacolod	"	—	—	—	NE	3	o
Iloilo	"	29.95	78	—	E	2	c
Cebu	"	29.96	78	—	—	0	o
Cape S. James	7 a.m.	—	—	—	—	—	—

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow & Amoy.	Marduru Maru.....	Mitsui Bussan Kaisha..	Mar. 5.
B'bay v. S'pore & C'mbo	Kagoshima Maru.....	Nippon Yusen Kaisha..	Mar. 28, at noon.
Bremen & Ports of Call.	Preussen .....	Melchers & Co.....	June 12, at noon.
" " "	Hamburg .....	" .....	June 26, at noon.
" " "	Sachsen .....	" .....	Mar. 5, at noon.
" " "	Kiautschou .....	" .....	Mar. 19, at noon.
" " "	Bayern .....	" .....	April 2, at noon.
" " "	Stuttgart .....	" .....	April 15, at noon.
" " "	König Albert .....	" .....	Apr. 30, at noon.
" " "	Prinze Irene .....	" .....	May 13, at noon.
" " "	Prinz Heinrich .....	" .....	May 28, at noon.
Cebu and Iloilo	Kaifong .....	Butterfield & Swire ..	Mar. 8.
F'chow v. S'tow & Amoy	Anping Maru .....	Mitsui Bussan Kaisha..	Mar. 12.
Havre and Hamburg	Königsberg .....	Hamburg-Am'ka Linie ..	Mar. 26.
" " "	Sithonia .....	" .....	Mar. 11.
" " "	Bamberg .....	" .....	April 9.
" " "	Armenia .....	" .....	Mar. 25.
" " "	Segovia .....	" .....	April 23.
" " "	Adria .....	" .....	April 6.
" " "	Saxonia .....	" .....	May 21.
" " "	Argonia .....	" .....	April 6.
Japan	Yawata Maru .....	Nippon Yusen Kaisha..	Mar. 28, at noon.
Kobe and Yokohama	Inaba Maru .....	" .....	Mar. 28, at daylight.
" " "	Kamakura Maru .....	" .....	Mar. 14, at daylight.
Liverpool	Tydeus .....	Butterfield & Swire ..	March 15.
" " "	Prometheus .....	" .....	April 18.
" " "	Dadanus .....	" .....	April 15.
" " "	Diomed .....	" .....	April 29.
" " "	Ulysses .....	" .....	March 18.
" " "	Antenor .....	" .....	April 1.
" " "	Macchaon .....	" .....	May 13.
London & Ports of Call.	Ballaarat .....	P. & O. S. N. Co.....	Mar. 15, at noon.
" " "	Rosetta Maru .....	" .....	About Mar. 20.
Manila	Zafiro .....	Mitsui Bussan Kaisha..	March 13, at 11 a.m.
" " "	Loongsang .....	Shewan, Tomes & Co..	Mar. 5, at noon.
Marseilles, Ports of Call	Sydney .....	Jardine, Matheson & Co.	Mar. 7, at 4 p.m.
Marseilles, London, &c.	Onenral .....	Messageries M'times Co.	Mar. 10, at 1 p.m.
" " "	Malta .....	P. & O. S. N. Co.....	Mar. 29.
" " "	Tamaba Maru .....	" .....	April 12.
" " "	Sanuki Maru .....	Nippon Yusen Kaisha..	Mar. 8, at daylight.
Moji, Kobe & Y'hamo	Hiroshima Maru .....	" .....	Mar. 22, at daylight.
Port Darwin, &c.	Tsinan .....	" .....	Mar. 25, at noon.
Portland, (Or.)	Stratgely .....	Butterfield & Swire ..	Mar. 8.
S. Francisco v. Japan	Nippon Maru .....	Portland & Asiatic Co..	About Mar. 16.
" " "	Hongkong Maru .....	Toyo Kisen Kaisha .....	April 3, at noon.
" " "	China .....	" .....	Mar. 8, at noon.
" " "	Peru .....	Pacific Mail S.S. Co....	Mar. 18, at noon.
" " "	Coptic .....	" .....	April 11, at noon.
" " "	Doric .....	O'dental & O'tal S.S. Co.	April 19, at noon.
" " "	Whampoa .....	" .....	Mar. 25, at noon.
Shanghai	Kwelin .....	Butterfield & Swire ..	Mar. 4.
" " "	Malta .....	" .....	Mar. 5.
Shanghai and Japan	Cardia .....	P. & O. S. N. Co.....	About Mar. 15.
" " "	Ernest Simons .....	" .....	About Mar. 9.
Singapore and Bombay.	Tienhai .....	Messageries M'times Co.	About Mar. 10.
Singapore, &c.	Kumsang .....	P. & O. S. N. Co.....	Mar. 11, at noon.
S'pore, Penang & C'ta	Dajlin Maru .....	Sander, Wieler & Co....	Mar. 15, p.m.
Swatow, Amoy & F'chow.	Daigi Maru .....	Jardine, Matheson & Co.	Mar. 7, at 3 p.m.
" " "	Haitan .....	Mitsui Bussan Kaisha..	Mar. 16.
" " "	Eastern .....	" .....	Mar. 9.
Sydney & Melbourne	Empress of Japan .....	Douglas, Lapraik & Co.	Mar. 7, at daylight.
Vancouver, v. S'hai, &c.	Empress of China .....	G. Livingston & Co.....	Mar. 20, at 4 p.m.
" " "	Empress of India .....	Canadian P'fic R. Co....	Mar. 12, at noon.
" " "	Tartar .....	" .....	April 2, at noon.
" " "	Olympia .....	" .....	April 23, at noon.
Victoria, B.C., &c.	Victoria .....	Dodwell & Co., Ltd....	April 16, at noon.
" " "	Buenos .....	" .....	April 5.
" " "	Tacoma .....	" .....	Mar. 26.
" " "	Riojun Maru .....	" .....	Mar. 8.
" " "	Iyo Maru .....	Nippon Yusen Kaisha..	Mar. 10, at 4 p.m.
" " "	" .....	" .....	Mar. 24, at 4 p.m.



## Post Office.

## A Mail will close:-

For Canton—Per *Huam*, to-morrow, the 5th instant, at 7.30 A.M.  
 For Manila—Per *Zafra*, to-morrow, the 5th instant, at 10 A.M.  
 For Europe, &c., India, via Taitoria—Per *Sachien*, to-morrow, the 5th instant, at 11 A.M.  
 For Macao—Per *Huam*, to-morrow, the 5th instant, at 1.15 P.M.  
 For Kunchuk and Samsul—Per *Tung-kong*, to-morrow, the 5th instant, at 3 P.M.  
 For Shanghai—Per *Kailein*, to-morrow, the 5th instant, at 4 P.M.  
 For Canton—Per *Futchan*, to-morrow, the 5th instant, at 5 P.M.  
 For Yip, Herbetsioha, Matupi, Rur, Ponape, Kusaie, Fahu, and Sydney—Per *Ocean*, on Friday, the 7th instant, at 11 A.M.  
 For Singapore, Penang and Calcutta—Per *Kamsing*, on Friday, the 7th instant, at 11 A.M.  
 For Manila—Per *Longwang*, on Friday, the 7th instant, at 3 P.M.  
 For Swatow, Amoy and Fouchow—Per *Haiton*, on Thursday, the 6th instant, at 5 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane and Sydney—Per *Trinan*, on Saturday, the 8th instant, at 10 A.M.  
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 8th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 8th instant, at 11 A.M.  
 For Singapore and Bombay—Per *Tientsin*, on Tuesday, the 11th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 12th instant, at 11 A.M.  
 For Singapore, Penang and Bombay—Per *Disago*, on Thursday, the 13th instant, at 11 A.M.  
 For Europe, &c., India, via Taitoria—Per *Ballaarat*, on Saturday, the 15th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 16th April, at 11 A.M.

## EXCHANGE.

Hongkong, 4th March.  
 ON LONDON, Telegraphic Transfer.....1/92  
 " Bank Bills, on demand.....1/9 15/16  
 " Credits, 4 months' sight.....1/10 5/16  
 " D'ments, 4 months' sight.....1/10 7/16  
 ON BERLIN, (demand).....M.1.87 1/2  
 ON PARIS, Bank Bills, on demand.....2/30  
 " Credits, 4 months' sight.....2/34  
 ON NEW YORK, Bank Bills, on demand.....44 1/2  
 " Credits, 30 days' sight.....45 1/2  
 ON BOMBAY, Telegraphic Transfer.....136 1/2  
 " On demand.....136 1/2  
 ON SHANGHAI, Telegraphic Transfer.....73 1/2  
 " Private 30 days' sight.....nom.  
 ON YOKOHAMA, T.T. ....11 1/2 prem.  
 Sovereigns, Bank's Buying Rate.....\$10.90  
 Gold Leaf 100 touch, per tael.....\$6.60  
 Bar Silver.....25 1/2  
 Dollars.....nom.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Falshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Huam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Huam*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lungshan*, British steamer, 1,11, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Klangtung*, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saiman*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

## Steamers.

*ALISA CRAIG*, British steamer, 2,166, E. Robertson, Mar.—Moji 25th Feb, Coal—Mitsui Bussan Kaisha.  
*ARNOLD LUYKX*, German steamer, 1,032, Payson, 15th Feb.—Moji 9th Feb, Coals—Mitsui Bussan Kaisha.  
*BAIKAI*, Russian steamer, 717, Kashkin, 13th Jan.—Manila 6th Jan, Ballast—Order.  
*BRAND*, Norwegian steamer, 1,519, John Thomsen, 15th Feb.—Singapore 29th Jan, Timber—Doddwell & Co., Ltd.  
*CHUYO MARU*, Japanese steamer, 1,083, K. Yoshihira, 1st Mar.—Chifoo 22nd Feb, General—Chinese.  
*CHOWFA*, German steamer, 1,055, H. Kohler, 27th Feb.—Bangkok 20th Feb, Rice—Butterfield & Swire.  
*CHUNSHAN*, British steamer, 1,418, S. J. Payne, 2nd Mar.—Singapore 2nd Feb, General—Jardine, Matheson & Co.  
*DR. HANS JUNG KLAER*, Norwegian steamer, 697, H. E. Larsen, 28th Feb.—Sarawak 20th Feb, Timber—Sander, Wieler & Co.  
*EMPEROR OF JAPAN*, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver via Ports 27th Jan, and Shanghai 17th Feb, General—C. P. R. Co.  
*ERICA*, German steamer, 1,207, C. Zindel, 24th Feb.—Moji 19th Feb, Coal—Jensen & Co.  
*HAIOLOO*, British steamer, 703, H. Bathurst, 2nd Mar.—Swatow 1st Mar, General—Douglas, Laprak & Co.  
*HANSA*, German steamer, 1,202, Lorenzen, 28th Feb.—Singapore 23rd Feb, Rice flour—Sander, Wieler & Co.  
*HONGKONG MARU*, Japanese steamer, 6,150, W. E. Filmer, 28th Feb.—San Francisco 20th Jan, via Honolulu 6th Feb, Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai 26th Feb, Mails and General—J. S. Van Buren.

*KATY*, Austrian steamer, 1,350, A. Vidossich, 26th Feb.—Moji 20th Feb, Coal—Sander, Wieler & Co.  
*KUMSANG*, British steamer, 2,077, E. J. Buller, 25th Feb.—Calcutta 8th Feb, Penang and Singapore 18th, General—Jardine, Matheson & Co.  
*KWELIN*, British steamer, 1,080, D. H. MacKenzie, 1st Mar.—Manila 26th Feb, Ballast—Butterfield & Swire.  
*LAERTES*, British steamer, 1,450, Parkinson, 2nd Mar.—Singapore 24th Feb, General—Butterfield & Swire.  
*LOONGSANG*, British steamer, 1,092, G. S. Weigall, 2nd Mar.—Manila 27th Feb, Hemp—Jardine, Matheson & Co.  
*LOWTHER CASTLE*, British steamer, 3,995, Watson, 3rd Mar.—Shanghai 27th Feb, General—Doddwell & Co., Ltd.  
*MAIDZURU MARU*, Japanese steamer, 667, T. Saito, 1st Mar.—Swatow 28th Feb, General—Mitsui Bussan Kaisha.  
*MACHIEW*, German steamer, 995, G. Wendig, 25th Feb.—Kohlschlag 21st Feb, Rice—Butterfield & Swire.  
*NASSOVA*, German steamer, 2,480, Th. Hildebrandt, 1st Feb.—Singapore 4th Feb, Kensing Oil—Standard Oil Co.  
*OCEANA*, German steamer, 464, F. Takuke, 24th Feb.—Yap 16th Feb, Copra—Siemens & Co.  
*ON SAN*, British steamer, 1,787, J. T. Davies, 3rd Mar.—Saigon 26th Jan, General—Jardine, Matheson & Co.  
*ORO*, British steamer, 1,299, W. Smith, 5th Feb.—Singapore 26th Jan, General—Doddwell & Co., Ltd.  
*PETREARCH*, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec, Sugar—Sander, Wieler & Co.  
*PING SHUI*, British steamer, 1,119, E. Wallall, 1st Mar.—Shanghai 26th Feb, General—Doddwell & Co., Ltd.  
*RAILEY*, British steamer, 1,084, M. Tallach, 3rd Mar.—Wei-hai-wei 25th Mar, General—Senior Naval Office.  
*RIOJUN MARU*, Japanese steamer, 2,979, N. Olmo, 2nd Mar.—Shanghai 26th Feb, General—Nippon Yusen Kaisha.  
*SAQU*, Norwegian steamer, 699, Nalveg, 1st Mar.—Bangkok 19th Feb, Rice—Chinese.  
*SACHSEN*, German steamer, 3,118, W. Franke, 3rd Mar.—Yokohama 22nd Feb, Mails and General—Mitsui Bussan Kaisha.  
*SALAMANCA*, British steamer, 883, J. H. Anderson, 16th Dec.—Moji 9th Dec, Coal—Butterfield & Swire.  
*SAVOIA*, German steamer, 1,260, Porcellini, 3rd Mar.—Moji 26th Feb, Coals—Carlowitz & Co.  
*STRATHVILLIE*, British steamer, 3,284, J. R. Gordon, 22nd Feb.—San Francisco 17th Jan, Flour and Lumber—Butterfield & Swire.  
*TACOMA*, American steamer, 1,689, A. Dixon, 26th Feb.—Tacoma via Ports 27th Jan, General—Doddwell & Co., Ltd.  
*TAI CHEONG*, German steamer, 850, E. Webber, 2nd Mar.—Manila 27th Feb, Ballast—Meyer & Co.  
*TRITON*, German steamer, 1,030, H. Clausen, 1st Feb.—Saigon 6th Feb, Rice and Rice-mill—Kong Fat.  
*TSINAN*, British steamer, 1,460, C. Lindbergh, 28th Feb.—Japanese Ports 23rd Feb, General—Butterfield & Swire.  
*VICTORIA*, American steamer, 2,112, J. Pantan, 2nd Mar.—Tacoma 1st Feb, General—Doddwell & Co., Ltd.  
*WHAMPOA*, British steamer, 1,109, H. E. Laver, 1st Mar.—Canton 28th Feb, General—Butterfield & Swire.  
*ZAFIRO*, British steamer, 1,610, A. Ramsay, 1st Mar.—Manila 27th Feb, General—Shevan, Tones & Co.

## Sailing Vessels.

*HERIOR JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October, Manila 6th Oct, General—Master.  
*IVV*, American ship, 1,181, Siltion, 30th Jan, Modoral 15th Nov, Timber—Order.  
*LOTHAIR*, Italian bark, 678, Borzo, 24th Jan, Callao 10th Nov, Sugar—Carlowitz & Co.  
*MATUYA MARU*, Japanese schooner, 121, Doch, 27th Jan.—Manila 20th Jan, Ballast—Master.  
*VALE OF DOON*, British bark, 669, J. Petersen, 16th Dec.—Rejang 18th Nov, Timber—Sander, Wieler & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 4th March, 1902.  
*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.  
*Albion*, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algeria*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. G. Newnham, Hongkong.  
*Arcturion*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starling, Shanghai.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.  
*Astrea*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.  
*Brantley*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.  
*Brit*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.  
*Britannia*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.  
*Crux*, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.  
*Deiphob*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. W. C. Pakenham, Singapore.  
*Editha*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.  
*Enimynion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
*Eth*, coast defence gunboat, 353 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.  
*Fante*, twin screw torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Hongkong.  
*Glory*, 1st-class flag ship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.  
*Gallathea*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
*Hart*, twin screw torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.  
*Hammer*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 i.h.p., in reserve.

*Ocean*, 1st-class battleship, 13,500 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., France.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.  
*Oiler*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.  
*Phaetia*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.  
*Pigmy*, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, en route Singapore.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.  
*Plow*, 1st class gunboat, 435 tons, 6 guns, 1,300 i.h.p., Lieut.-Comdr. Watts Jones, Singapore.  
*Ranger*, surveying-ship, 583 tons, 650 i.h.p., Comdr. H. H. Smyth, Hongkong.  
*Redpoll*, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. Webster, West River.  
*Rosario*, sloop, 960 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Comdr. Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stoddard, Practice.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyma, Hongkong.  
*Whiting*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 6,000 i.h.p., in reserve.  
*Whitcomb*, coast defence ship, 475 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kinkiang.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 2 second-class boats.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 6,000 tons, 8,000 i.h.p., Capt. Mikhajlovsky, at Tientsin.  
*Albatross*, Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Eliskis, at Nagasaki.  
*Ananur*, Russian cruiser, 2,600 tons, Captain Barsch, at Hongkong.  
*Bobra*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
*Gremiatzky*, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhajlovsky, at Shanghai.  
*Korvetta*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Manchour*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayazid*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Olsavny*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.  
*Petropavlovsk*, Russian battleship, 12,000 tons, 12 guns, 13,000 h.p., at Nagasaki.  
*Polstara*, Russian battleship, 10,660 tons, 11,255 i.h.p., 16 guns, Capt. Orgeffoff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.  
*Rozhynsk*, Russian cruiser, 1,315 tons, 1,785 h.p., 11 guns, Capt. Kernusky, at Macao.  
*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.  
*Silavna*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Sissol Veliky*, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.  
*Sivouch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Suaborg*, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Varyag*, Russian cruiser, 6,500 tons; 12 guns, Capt. Behr, at Nagasaki.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchoucky, at Nagasaki.  
*Vladislav*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.  
*Zabihak*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkhruff, at Nagasaki.

## (1st and 2nd class).

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jantichich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kasatka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
*Kli*, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
*Narven*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossia*, Russian torpedo boat, 87 tons, 4 guns, 1,400 h.p., 22 knots.

*Podorski*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sikh*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Stet*, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.  
*Storion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sootichina*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Sun*, Russian torpedo boat, 400, Capt. A. Giera, at Shanghai.  
*Sterlaid*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Suiguri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING).

*Horgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes 780 h.p., speed 12 knots.  
*Ussuri*, 1st class, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubossyff.  
 \* Flagship of Rear-Admiral Reznoff.

## THE GERMAN SQUADRON.

*Bussard*, German cruiser, 1,830 tons, 8 guns, Comdr. von Bassowitz, at Saigon.  
 \* *Fuerst Bismarck*, German flagship, 6,025 tons, 36 guns, Capt. Friederich, at Hongkong.  
*Gefhorn*, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baeer, at Shanghai.  
 \* \* \* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschier, at Woonung.  
*Hela*, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woonung.  
*Herrich*, German cruiser, 5,600 tons, 30 guns, Capt. Derewsky, at Saigon.  
*Iliss*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Shanghai.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fouchow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.  
 \* \* \* *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Woonung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.  
*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstaidt, at Hongkong.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhardt, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
*No. 90*, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.  
*No. 91*, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
*No. 92*, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* \* \* Flagship of Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 400 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Courbet*, 2nd-class cruiser, 4,800 tons, Capt. Balthie, Saigon.  
*Bengali*, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugeaud*, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Delfevre, at Shanghai.  
*Chasseloup Laubat*, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.  
*Comete*, gunboat, 600 tons, Capt. Louel, at Canton.  
*Decedti*, gunboat, 699 tons, Capt. Leemere, at Hongkong.  
 \* *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fournet, 2nd class protected cruiser, 4,000 tons, 36 guns 651 i.h.p., Capt. L. de Saunne, at Saigon.  
*Eure*, Dispatch-transport, Captain Vallée, at Saigon.  
*Friant*, 3rd class cruiser, 4,000 tons, Capt. Adam, at Haiphong.  
*Jean Bar*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
*Kersaint*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portal, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.  
*Paucal*, 2nd-class protected cruiser, 4,000 tons, 26 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
*Sfax*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
*Surfleur*, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bommesaur, at Hongkong.  
*Vibree*, gunboat, 400 tons, Captain G. del Villeneuve, at Fouchow.  
 \* Flagship of Vice-Admiral Courjolles.

## THE AMERICAN SQUADRON.

*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.  
*Callao*, U.S. supply ship, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Celtic*, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.  
*Concord*, U.S. cruiser, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culebra*, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. C. G. Todd, at Manila.  
*Glacier*, U.S. supply-ship, Lieut.-Comdr. A. Mott, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Luzon*, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.  
*Marblehead*, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 8 guns, 3,000 h.p., Capt. F. P. Gilmore, Hongkong.  
*Monaca*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. C. W. Pigman, at Shanghai.

*Nashville*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
*New York*, U.S. cruiser, 4,083 tons, Capt. B. McMillan, at Manila.  
*Oregon*, 1st-class U.S. battleship, 10,280 tons, 16 guns, 17,111 h.p., Capt. F. W. Dickens, U.S.N., at Woonung.  
*Petrel*, U.S. gunboat, 624 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.  
*Princeton*, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.  
*Scudra*, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.  
*Wheeling*, U.S. gunboat, 1,000 tons, 6 guns, 1,081